

PRIX EDITIONS

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APRIL 1990

F1 IN PHOENIX

Full story of the season's start

BITTER SWEDE?

Johansson and the Onyx option

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FISA's President hits out

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Automobiles, autosport - and auto-crats: such might be the list of contents in this issue of Prix Editions. As our central feature, a conversation with FISA President Jean-Marie Balestre, so graphically illustrates, any sport will be in danger so long as its power resides in the hands of someone who considers himself bigger than the sport itself.

And what were we saying last month about money being firmly at the centre of the Grand Prix world? Another major interview in this issue highlights the predicament of one of Formula One's enduringly popular stars, Stefan Johansson - who was left on the eve of the season wondering whether he would be going to Phoenix for the opening race of his eighth year as a Grand Prix driver.

Formula One may now encompass the globe, but it remains a curiously small world, and one in which it grows harder by the day to find genuinely big men. The decision by Mr Van Rossem - one of the biggest men on the

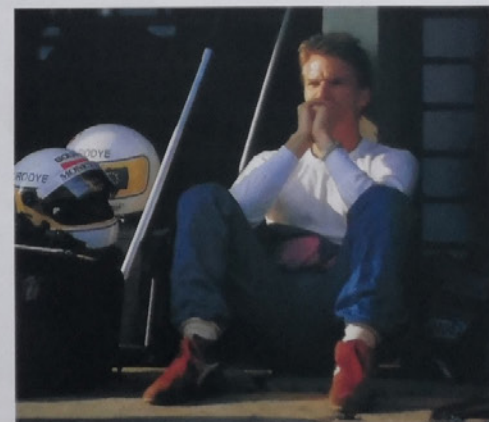
recent Formula One stage - to try to sell his stake in Moneytron Onyx highlights a trend in Grand Prix racing which, taken to its extreme, puts people's jobs on the line more clearly than ever before in what has always been a perilous working environment. After a season spent pre-qualifying, getting a Grand Prix team up and running from a standing start, followed by a winter of hard work in testing and development, the staff at Onyx were dumped on their uppers as a millionaire owner, unable to secure the engine deal he thought was his, decided to cut his losses and get out of the Formula One business. So after seeing the cavalcade of Ferraris descend on Monaco and Hockenheim, after hearing endless details of a miracle money-making system, some sixty people - two drivers included - were left watching and waiting for some sign to say their loyalty would not go unrewarded. It must be hard to watch telephone-number figures flying around while you are worrying where

next week's wages may be coming from. Grand Prix racing may simply be experiencing a surfeit of the modern malaise: self-interest, as giant egos noisily clash while smaller individuals are left to suffer in silence. He who pays the piper calls the tune, they say, but what if nobody likes the music? A little dose of democracy never did anyone any harm - except the odd dictator... Our interview with Stefan was taped three days before the news of Mr Van Rossem's Paris press conference broke. We leave it in its entirety to show how two-faced Formula One can be, just when it should be showing its best profile to a watching world.

Stuart Sykes



Watching: Onyx Technical Director Alan Jenkins...



...and waiting: Onyx driver (?) Stefan Johansson - see pages 32-35

(Allsport/Handywell)

KEEPING TRACK

DAN KNUTSON

Ayrton Senna has been granted a 1990 Formula One super license following his retraction of his statements that FISA president Jean-Marie Balestre and other outside parties "manipulated" the outcome of the 1990 world championship. Or has he? Senna's letter was barely a retraction, and it certainly was not an apology:

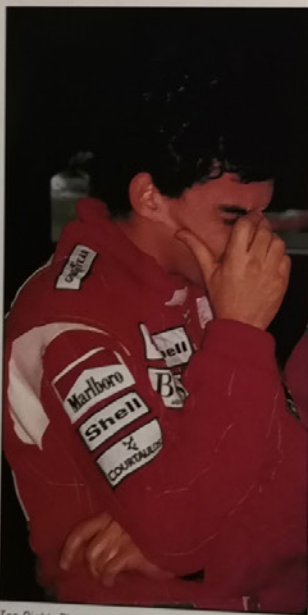
"Dear Mr. President, During the meeting of the FISA World Council which took place on 7 December 1989, I listened to the statements and testimonies from various people and from these statements one must conclude that they provide proof that no pressure group or the President of the FISA influenced the decision regarding the result of the 1989 FIA Formula One World Championship. My application has been forwarded to you for a license enabling me to take part in the 1990 FIA Formula One World Championship."

"Yours sincerely, Ayrton Senna". FISA had set February 15th as the deadline for the apology/retraction, and Senna's letter arrived so late that FISA announced that Jonathan Palmer would be Senna's replacement. Yet within an hour or two FISA issued a new release saying that Senna was now in. McLaren had already paid the \$100,000 dollar fine in order to have their team entry accepted. On February 16th it looked as if Senna and Gerhard Berger would drive Marlboro McLaren Hondas in 1990.

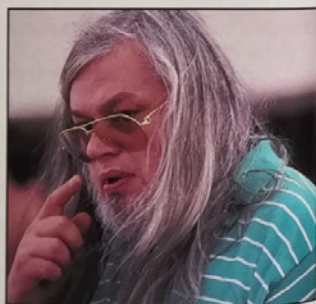
Yet the feud between Balestre and Senna is still not settled. Four days after FISA accepted Senna's retraction, Balestre claimed that Senna had not kept his agreement to keep quiet about the affair. Balestre went on to say that, while Senna was on the official drivers list, the actual super licenses would not be issued until the season opener in Phoenix. It's not over yet...

Ten teams and 21 drivers spent five days in mid-February testing at Spain's twisty Jerez circuit in final preparations for the Grand Prix season opener in Phoenix.

Of those 21 drivers, eight clocked times under Ayrton Senna's qualifying record of one minute and 20.291 seconds. Fastest of all was Senna's new Marlboro McLaren Honda teammate Gerhard Berger who turned a 1:18.224 on Goodyear qualifying tyres. Pierluigi Martini was second quickest with a 1:18.760 in his Minardi Ford fitted with Pirelli qualifying tyres. Martini used more sets of qualifiers than all the rest of the Pirelli runners put together!



Top Right: Piero - Pirelli charger!
Right: Uncertainty surrounds Mr Van Rossum's F1 plans
Above: It was bound to end in tears, Ayrton...



Footwork Arrows has signed an exclusive four-year contract with Porsche to use the new Porsche V12 Formula One engine. The announcement came as a surprise to many for Moneytron Onyx was thought to be close to signing its own agreement with Porsche. Onyx had indeed spent much of the off season planning on the Porsche. Moneytron's Jean-Pierre van Rossum was upset by the move and has since pulled his sponsorship support from Porsche's Indy Car Program. Arrows, meanwhile, will run Ford Cosworths in 1990 while designing a 1991 car for the Porsche engine.

Tyler Alexander has rejoined McLaren. The American was involved with the team since the 1960s and went on to become part-owner. Eventually Ron Dennis bought Alexander's share and the latter moved on to CART Indy Car racing where most recently he worked for Newman-Haas Racing. Alexander was spotted in the McLaren pits during the Australian Grand Prix last November at which time he said he was on vacation. "I'm not on vacation any more!" he said in Jerez. Asked what his job title at McLaren was, Alexander replied, "I'm sure we will come up with a title, but for now let's just say that I'm a consultant."

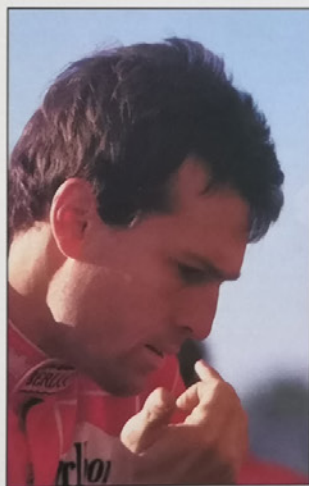
Brabham has signed Swiss driver Gregor Foitek to a one-year contract. He replaces Martin Brundle who left the team because they had not paid his salary for the last half of 1989. Brabham's future remains unclear as it remains deeply embroiled in complicated legal battles over the team's ownership. Still, work on the new car is well underway, and it should be ready by late March.



Above: Uplift for Foitek, new man at Brabham
Top Centre: Larini: a liking for Ligier
Bottom Centre: Andrea: new car to start the year
Top Right: "Morris" Gugelmin: new car for Imola?
Bottom Right: Estoril: popular place in peril



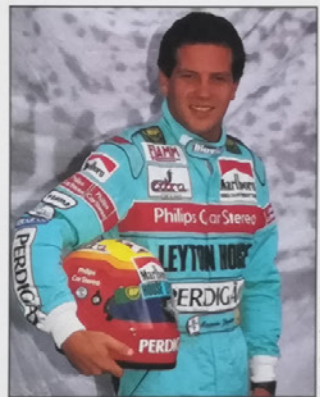
Ligier-Ford's new drivers Philippe Alliot and Nicola Larini both broke the lap record while testing in Spain. "This car last year was a big disaster," Alliot said. "The drivers (Rene Arnoux and Olivier Grouillard) were completely upset with it. The car is lighter and we have done many test sessions. We changed nothing except the set-up, it's another car now! It's really fantastic. I proved that this week. I can't understand what happened last year."



Many teams do not plan to debut their new cars until the San Marino Grand Prix on May 13. Dallara had to have three new cars for the race in Phoenix as its new driver Emanuele Pirro can't fit in the old chassis. They had one new chassis at the Jerez test for Pirro and Andrea de Cesaris who found it to be a second quicker than the old car. Pirro will continue to do some testing for McLaren.

Leyton House has been testing a car fitted with "active suspension". "It has a completely different feel," Gugelmin said of the active car. "It feels softer than the regular car. It's like riding on a cushion of air. But there is an advantage, and we hope to race it later in the year."

At the Jerez test the Leyton Houses had coin-sized white dots pasted on the suspension and wings. Out on the circuit high-speed cameras filmed the cars. By tracing the movement of the dots, the team was able to monitor the movements of the car under the stresses of braking and cornering. The new Leyton House CG901A looks similar to last year's car, but under the bodywork can be found an all new monocoque and suspension. An updated version with new bodywork will debut in Imola.



One of the favourite stops on the Grand Prix tour - Estoril - is in jeopardy. A conflict has arisen between the owners of the Portuguese Grand Prix circuit, who want to build a tourist facility next to the track, and the government, who claim that this cannot be done due to environmental laws. The race may be cancelled if this conflict cannot be settled.



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ON THE OTHER HAND

They have a nice way of saying things in Scotland. A 'wee dram' sounds perfectly innocuous until you wake up the following morning and find you made a valiant attempt to empty most, if not all, of the bottle. Your host, meanwhile, has been up since the crack of dawn, devoured porridge and kippers and is speaking enthusiastically about a brisk walk across the heather. To the pub, of course. For a 'wee cure', another potentially destructive euphemism if ever I heard one.

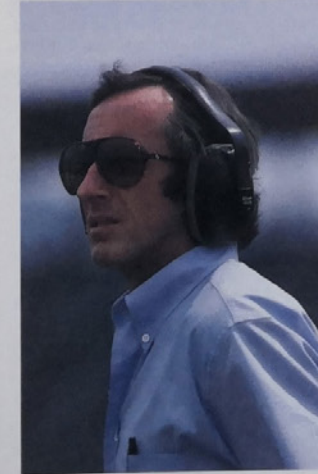
Then there is the tiny notice, hanging innocently by the front door of the Gleneagles Hotel. It quotes the Licensing Act of 1976: 'Gleneagles Hotel - structurally adopted and bona fide used, or intended to be used for the purpose of habitually providing for the accommodation of persons frequenting the premises, substantial refreshment to which the sale and supply of alcoholic liquor is ancillary.' Ancillary! It was damn near compulsory as far as I could see when the Grand Prix world descended on the place last February. This, of course, was the occasion of the fourth Mechanics' Grand Prix Challenge. And here is the cover-up to end all cover-ups.

The idea is to raise money for mechanics who have the misfortune to fall on hard times and, to that end, the kitty was £150,000 better off by Sunday night. The reality is a rare social event where a cross-section of Formula One people can rub shoulders. They can talk without yelling above the whining of engines and drivers, or worrying about the Motor Racing Fifth Amendment, as pioneered so preciously by McLaren International. Note books and pens are banned among the press. Not that it would make much difference since the post-midnight bar-room scrawl is usually

totally illegible the following morning. In any case, 'off-the-record' comments are frequently obliterated by amnesia brought about by a lengthy acquaintance with a bewildering array of malt whiskies.

The event was devised by Jackie Stewart during an idle moment after he had dropped his Filofax and smashed the bank of seven portable 'phones in the back of his Ford Scorpio. The weekend is structured around a clay pigeon shooting competition held on what seems to be the most exposed piece of heath south of the Orkneys. This year there were 22 teams and some, I have to say, took it more seriously than others. The Ford Formula One Press Team did not fall into that category. Some poor souls, I'm told, suffered mental anguish because they had missed 10 out of 100 clays. One day, a member of our team actually managed to hit 10. It was cause for celebration. But the guilty party will not be invited back.

JYS: must shoulder blame for media hangovers...



In truth, it was rather like the very first RAC Rally, when the object was to drive to Torquay and have a bloody good time. The most important pieces of kit in the car were Sir's evening wear and Modom's ball gown. Sod the maps and spanners.

The Gleneagles affair can best be summed up by the fact that every competitor received a prize; a beautiful Stuart Crystal decanter - for the filling thereof. Dear God, we're back to that subject again.

You see, the taking of 'Scottish wine' at Gleneagles was a ritual, promoted by smiling and knowing staff who see service as a proud trade rather than a reason to demand money with thinly veiled menaces.

Nothing was too much trouble. It was, in every sense, a spiritually uplifting occasion as well as a deeply disturbing one. Once you have sampled inn-keeping at this level, anything else seems shabby and second rate. I must admit, I've never stayed in the Hotel de Paris in Monte Carlo. I'm sure the standard of luxury and comfort is in the same class but, from what I've seen from a brief and expensive acquaintance with the hotel's amenities, there is a stuffy hint of cultured superiority which would have no place among the soft Scottish burrs of the Gleneagles staff. Anyway, they're French in Monte, so what can you expect...

As we left early on Monday morning, heavy of head and heart, the thought of facing 16 races and accommodation, which ranges from the overpriced to the under-threat-of-closure, did not appeal.

There was also the thought of returning to reality and, paradoxically, the whimsical world of FISA and Ayrton Senna. Funny, but there we were, surrounded by motor racing folk and Senna's name had hardly been mentioned all weekend. Yes, of course, there had been the initial verbal skirmishes as, in true Formula One tradition, attempts were made at establishing whether or not the other man knew more than you. But it was perfunctory, just like asking your neighbour about his caravan holiday in Brittany when, really, you couldn't give a toss. In fact, the best sporting story of the weekend, apart from the surprising news that our team managed to hit a few clays and beat the drivers, was the decking of Mike Tyson by James 'Buster' Douglas. It was as though A.J. Foyt in an Osella had blown off Ayrton Senna in a McLaren-Honda. Certainly, the reaction in the Tyson camp was much as you would expect from McLaren these days: it's not fair! Don King, Tyson's promoter, displayed the hustling rhetoric of a



Top: inspiration may come from above
Above: R. Dennis rehearsing the jokes?

stunned self-important businessman who happens to be associated with the sporting arena. Fortunately, the heaping of contempt by the world in general prompted King to back down in his attempt to have the result annulled. Actually, I was reminded of King - a man described by one Sunday newspaper correspondent as having 'electric chair hair', a fitting analogy in more ways than one, I thought - a few days later when we endured the comradely climax to the FISA/Senna affair.

You may recall that Ayrton had been asked to retract his allegation that FISA had rigged the outcome of the 1989 championship in favour of Prost, a particularly silly thing to say, in fact, since I don't believe Jean-Marie Balestre would cross the street to shake Prost's hand - unless, of course, there was a camera and microphone present.

The deadline passed and FISA said Senna was out - and that was "official and definite". 'Definite' in French

would now seem to mean 'in less than an hour'; 'Official' means FISA said it so therefore it must be right. Anyway they changed their minds on receipt of a faxed letter from the Brazilian. Okay, the retraction was made through clenched teeth - but it was there. End of story.

Not quite. We were then asked to endure yet another face-saving fiasco as FISA muttered about it not being over yet because Senna had spoken out of turn and perhaps a fine, settled some 16 days before, had not been paid by him when, really, it should have been paid by him and pass me the Ron Dennis Joke Book because I think I'm going to nod off...

It seemed to me that Senna had done his best to devalue FISA's so-called victory and it was that which had upset FISA. Either way, the world at large had become heartily sick and tired of the whole affair.

It was like the business of Le Mans. There is a limit to the number of times a person can be told "it's on", "it's off"

"it's nearly on", "it's definitely, nearly off". In the end, they become immune and simply dismiss everyone involved in motor sport as certifiable. The Le Mans dispute, like the Senna case, seemed to boil down to a matter of honour. I am the first to doff my hat to the tireless amount of work carried out by M. Balestre for the good of motor sport but I occasionally wonder about his motives, particularly when FISA's actions can have such a destructive influence on the image of our sport.

I may be wrong but, sometimes, he appears to give no evidence of really believing in the fundamental values of motor sport. He seems obsessed with being regarded as the Ultimate Authority. Which, of course, he is. It's just that the world in general, and the sport in particular, doesn't need to be reminded in such a tiresome manner. There are faults on both sides in the Senna/FISA affair. The shame is that they were allowed to come under public scrutiny. Ah, yes. Don't tell me. It's the fault of the media. I think it's time for another 'wee dram'.

By the time this reaches print, the season will have started and you will know whether or not Ayrton Senna and FISA found a compromise that did not impugn honour on either side. Hopefully, by the time we reach Australia in November, a series of thrilling contests on the race track will have made the pre-season rearranging of ruffled feathers seem the total irrelevance it undoubtedly is.

At Gleneagles we toasted a season free from rancour off the track. But, as the political machinations continued to rumble from Paris, it also seemed an appropriate moment to remember the saying: it's difficult to enjoy a good wine in a bad glass.

Cheers, as they say in Scotland.



Above: Monaco, not a patch on Scottish hospitality!

Below: M. Balestre and driver, which is out of focus?

Bottom: All the President's men? World Champion Prost seems less than enthralled



FUNDS AND GAMES

Perhaps no other series relies on technology as heavily as does F1, or so prides itself on the fact. Yet repeatedly - particularly after the Portuguese and Australian races - we were left to wonder why some of this scientific wonderfulness hadn't leaked over into other areas. The reliance upon marshals with signal flags to convey information and instructions from race control to drivers, for example, is about as low-tech as possible. It's like calling "yoo-hoo, waiter..." in a noisy, crowded restaurant. And about as effective. No disrespect intended to the marshals, who as volunteers, generally do a good job. They are not, however, professionals and rarely have the experience of conducting a World Championship calibre event. It is a mark of how little profit there is in racing and/or how greedy promoters and sanctioning bodies are that there is typically only minimal full-time staff and hardware devoted to race control/communications. Instead, this critical function, on which human life and race outcome - in fact, the whole point of the exercise - depend is left to non-professionals whose information distribution system consists of, well, flags. If something is wrong, they can wave flags at drivers who, through oil-streaked visors, are trying to see where they are going and are concentrating on getting there as fast as possible.

Fat chance, as they say. It is clear that a unified, comprehensive communications system is needed. While such a system would not be cost justifiable for one team, it is well within reach of the FISA.

It might require the type of helicopter uplink used to transmit on-car camera audio/video, but there's already a 'copter up there that could be utilized. Teams have long benefited from the Longines/Olivetti timing and scoring system which they share and which the FISA supplies. Driver/pit communications systems, which the teams now provide, should also be standardized and interconnected to race control. Such a system would not replace

the marshals, flags, and observers, but would be overlaid, allowing instructions to pass quickly and directly from officials to teams and drivers with a minimum of delay and with instant acknowledgement. Critical information like race stoppage could be conveyed to all drivers simultaneously. We were also left to wonder why, if the FISA and FOCA are so intent upon racing in the rain, so little attention is given to making the cars safer to operate in wet conditions. The cars are



TALKING POINTS

designed to perform within narrow parameters, specifically on extremely smooth, dry asphalt in a warm climate. When, as in Adelaide, visibility is so poor that drivers must rely on the sound of other engines to determine the timing of their actions and can't see the puddles that will send them aquaplaning off the track, talent is secondary. The winner is supposed to be the one who is the most skilled of the competitors; Montreal, Spa and Adelaide provided only survivors. The only current concession to inclement weather is the perfunctory rain light - currently under review - which is visible only from behind and useless if a car is sideways or reversed on the track. When used, they are so ineffective that, as Johnny Herbert said, you have to put your actual helmet against the light to see it. In Australia, Piquet did - he helmet bore tyre marks from the rear wheels of Ghinzani's Osella,

under which, obscured by spray, had slid. It was only blind luck, incidentally, that neither Piquet, Brundle nor Ghinzani was killed there. Shockingly, the idiocy surrounding rain racing and safety provides the retort that there is no problem. Australia, for example, despite accidents eliminating most of the field at one-quarter distance, the verdict was that it must have been all right to race since no one was hurt. That's not logic, it's Russian Roulette.

Surprisingly, the constructors, who functionally have the most power in any Formula One group, save the FISA, and had the power to refuse to start the race, were willing to sacrifice millions of dollars of equipment - which they did - rather than do so. Perhaps they didn't want to pay the freight back to Europe and thought of it as a year-end clearance. As for opposition from the Grand Prix Drivers' Association, it, like FOCA, is more concept than reality.

"It's impossible to get unity or consensus from competing people or groups."

Prost was furious with the other drivers for racing, but had they just won the World Championship and signed a \$9 million dollar contract, they might have refused, too. Most drivers live in fear of the owner's whims. Their feelings are typified by Modena, who when asked to boycott, replied if he did he'd never race in Formula One again. Now where would he get such an idea? It's impossible to get unity or consensus from competing people or groups. If the FISA wants to race, the drivers can't stop them, the constructors won't and they all agree it's dangerous, perhaps they should throw money at the problem. Formula One claims to have the best engineers and technology in the world, they should be able to improve the situation quickly and cheaply. Obviously, the pressure to go off on time is near irresistible. Neither FOCA nor FISA can withstand it, the drivers have no chance. They're too replaceable.

Or is it expendable?

RICK MILLER

The views expressed in this column are not necessarily those of the Editor or the magazine



1990 FORMULA ONE GRAND PRIX CHAMPIONSHIP RACE No. ONE



King for another day: Senna celebrates with a delighted Alesi and relieved Boutsen.

(Allsport/Pascal Rondeau)

PHOENIX

MARCH 11 1990

WHAT if they held a race in a desert town and nobody bothered to come and watch? Well, they do. It's in Phoenix, and the locals detest everything about it. In the context of the 1990 race, held earlier in the year to avoid last season's searing temperatures, and as a result blighted by overcast weather, it was a shame. Thanks to Jean Alesi, the FIA Formula One World Championship chase couldn't have got off to a better start.

When Ken Tyrrell announced that he was switching to Pirelli for two years, eyebrows went high enough to act as toupees, but the moment untimed practice began on Friday Alesi proved it to be a canny decision as he headed the McLaren's Senna and Berger. Shock, horror!

Later that day, as Berger celebrated his new berth at McLaren by annexing pole position, Alesi lined up fourth, with fellow Pirelli

David Tremayne

runners Pierluigi Martini and Andrea De Cesaris separating Senna from his team-mate. What on earth was going on?

When it rained all day Saturday, and thus kept the grid in that unusual (to say the least) order, it was also evident that Pirelli's wet tyres were markedly improved.

All that remained was the race, but even the strongest optimist wouldn't have predicted that Alesi would catapult into the lead and win the drag race with Berger down to the first corner. Nor that the smooth Frenchman, a winner on the streets of Birmingham last year, would stamp a Senna-like authority on the lead for the first 33 of the race's 72 laps.

They wouldn't have predicted a complete rout for Ferrari, either, but then Phoenix was like that.

Berger, already feeling pressured by Senna before the start, and prepared to accede if necessary, ran second until mugging a corner on lap nine and clumsily attacking a tyre wall with his MP4/5B. He would recover, pit for a new rear wing and then set fastest lap, but the attack of nerves had well and truly screwed his first race for McLaren and given Senna an important psychological victory. Eventually Gerhard's clutch packed up anyway, but he had already discovered the hard way the magnitude of the task he faces in 1990.

With an empty road to Alesi, many expected Senna to close rapidly, but for a while Jean actually pulled away. Then, bit by bit the McLaren driver began to make his power advantage felt. By lap 32 they were virtually nose to tail, the former champion sizing up the new challenger. Going into turn one on lap 34 he saw his chance and pounced down the

inside of the right-hander, in typical Senna fashion. What happened next was, shall we say, totally unexpected.

Alesi didn't concede the corner, but just kept on going on the outside of the McLaren, to take the inside for the following left-hander. Spurring back alongside Ayrton, Jean forced him almost to a halt and grabbed back the lead. It was as astonishing a sight as Buster Edwards flooring Tyson.

Senna had a think about it next time round and did the job properly, but Alesi still ran him side by side for two corners before finally accepting the obvious. It was magnificent stuff from a pure racer.

"He drove very well, and I certainly didn't expect him to go round the outside!" admitted a smiling Senna afterwards, when he was complimentary about his rival and predicted a championship for him. "It was very clean and precise; the sort of motor racing I enjoy."

Sadly, that was the major excitement over as Senna then eased away as he pleased for his 21st GP victory, the most interesting aspect of which was his new air of calmness and calculation. Earlier he had patiently waited to pass De Cesaris, then pressured Berger into his mistake. A year ago he might have been more impetuous.

"The sort of motor racing I enjoy."

Alesi, meanwhile, was never going to be challenged by the likes of Thierry Boutsen or Nelson Piquet, who were embroiled in a battle for third in the early stages until Piquet made a pit call. Both made a lot of minor mistakes of line and positioning, but nothing serious, yet despite their experience neither could hold a candle to Alesi who made everyone bar Senna look geriatric.

Boutsen eventually relieved Piquet of third place when the Brazilian pitted on lap 28, and thereafter ran a lonely race which garnered him a useful four points, while Piquet cemented his new relationship with Benetton by holding off Stefano Modena for fourth.

If the resurgence of Tyrrell was the major surprise, the poor performance of the Ferraris wasn't far

behind. After all their quick test times much was expected of them, yet neither delivered. In qualifying Prost and Mansell were bugged with gremlins in the semi-automatic transmission, each losing confidence in it by the day.

In the race both cars were smoking within the first ten laps. Prost's was worse, and after working up to fourth despite further selection difficulties, the World Champion departed the fray on lap 22 with a blown V12.

Mansell, also in gearchange trouble, lasted until lap 50, as high as fifth, when his clutch suddenly exploded on the back stretch and pitched him into a fiery spin. The Prancing Horse limped off to Brazil with a lot of thinking to be done.

Pirelli has clearly made some serious progress over the winter, not only on its qualifying and wet tyres, but also with its race rubber. In the past the latter has often let it down, but not this time. Alesi had been second fastest to Senna in the morning warm-up using the softer 73s, and for the race all of the Pirelli runners opted for the harder 88s. The two Tyrrells and Modena's well driven Brabham went non-stop, equalling the feat of all of Goodyear's C-shod runners bar Piquet, who opted to try a fresh set in a vain effort to reduce his Benetton's understeer.



Martini put the Minardi in its best ever qualifying spot, but made less impact on the race. (LAT)



Pugnacious Grouillard put the Osella on the fourth row but took out Patrese and tangled with Foitek. (Allsport/Pascal Rondeau)

Pole position did Gerhard no good: he was second into turn one and had an unhappy time with a minor off and worn clutch. (Allsport/Pascal Rondeau)



1990 FORMULA ONE GRAND
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PHOENIX

Despite its lack of familiarity with the Pirellis (it first tried them on Friday morning), Tyrrell got it absolutely right, and set its 018s up with just enough downforce to generate sufficient heat in them. Minardi didn't and nor did Euro-Brun, although the latter didn't have big enough wings for a street circuit anyway. After his excellent qualifying performance, poor old Martini thus struggled vainly to keep Modena at bay and finally had to settle for another seventh place after a pit stop.

"It was our fault, we didn't put on enough downforce."

"It was our fault, we didn't put on enough downforce," admitted Jamie Manca Graziadei. "The car was sliding too much and the tyres never reached their optimum temperatures."

Modena couldn't quite challenge Piquet, but his fifth was a great boost for Brabham after its winter of discontent.

Although the rain on Saturday gave the grid an odd look, several Pirelli runners impressed. Third on the grid brought tears to Andrea De Cesaris' eyes, and there were more when he suffered engine failure while running sixth. For a time he had been as high as third in the new Dallara. Team-mate Gianni Morbidelli, standing in for Emanuele Pirro, looked good in practice until a shunt, and ultimately joined the Onyx duo in failing to qualify. Johansson after two accidents, Lehto when his gearbox seized.

Olivier Grouillard was unlucky to drop away quite early on after a whack up the gearbox from Patrese on the first lap, and then became involved with Brabham's Gregor Foitek who collided with him on the back straight on lap 40.



Revenge is sweet: victory helped Senna set aside a winter of discontent.

(A1)

The BT58 came to rest in the middle of the track in a sorry state, while the Osella made it to its pit where it retired with front suspension damage.

Tyrrell's renaissance was completed when Satoru Nakajima brought his 018 home sixth, and the former Lotus driver was so pleased with a sensible run that he kissed Uncle Ken's hand as soon as he climbed out of the car!

The fact that Moreno even made the race was testimony to an upturn in EuroBrun fortunes. The Brazilian drove well to top the prequalifying times, but had to make one stop when the battery went flat, and another for new tyres. He at least finished; Minardi recruit Paolo Barilla was so uncomfortable that he eventually retired with a numb left arm, just what you don't need on a street circuit.

In France, Eric Bernard is rated higher than Alesi by some, and he again impressed in the Goodyear-

shod ESPO Larrousse Lola. He has a pleasing style which blends precision with smoothness, and wound up a solid eighth despite a quick spin induced by failing brakes. Interestingly, team-mate Aguri Suzuki matched him for pace all weekend and actually passed him for seventh before a braking moment of his own sent him down an escape road. He was forced to retire when he couldn't find reverse, but had also impressed.

Bernard just held off the fast recovering Patrese, who had lost time after his first lap brush with Grouillard and also lost a probable championship point.

The race was a disaster for Leyton House Racing, Camel Team Lotus and Ligier, only Leyton House getting a car to the finish. That was Gugelmin's in which the Brazilian struggled against poor handling and serious vibration throughout. Capelli retired with a faulty oil pressure

sensor and broken suspension, while Derek Warwick had an awful weekend that culminated in gear selection problems and then a recurrence of a suspension problem that had ruined his qualifying. Team-mate Martin Donnelly fared even worse. He qualified well on Friday, was a very impressive fastest in Saturday afternoon's rain, but didn't even start after his gearbox jammed on the grid formation lap.

Philippe Alliot should have lined up 20th on the grid but was excluded after a shunt on Friday saw one of his mechanics render illegal external assistance, and Nicola Larini's race lasted four laps before the throttle stuck again, having already pitched him into a tyre wall.

Sandro Nannini regretted his opening lap, and so did Bernd Schneider, standing in very competently at Footwork Arrows for the injured Alex Caffi. Sandro ran wide in one turn and then hit both a wall and the German as he regained the track, smashing one of his own wheels and puncturing one of Schneider's tyres.

Derek Warwick had an awful weekend.

Both recovered, but Nannini made a second stop for nose repairs after running over debris, and thus finished only 11th, separating Schneider from team-mate Michele Alboreto, whose Arrows oversteered throughout.

For the second year in succession the people of Phoenix voted with their feet and avoided their home race. They like the NASCAR event at nearby Phoenix International Raceway, and they like the CART race there, too, but racing in the streets is just too much aggravation for them and there is no sudden influx of tourists associated with the race to boost incomes.

Our cab driver suggested a taxi drivers' race, and maybe he had a point. At least cabs look more like the NASCAR stockers that are America's prime motorsports attraction. As it turned out, the 1990 US GP at Phoenix wasn't a bad race, thanks to Alesi and Senna, but as an advertisement for F1 in a country where market resistance is already high, it yet again didn't cut the mustard.



Most enjoyable dice for months: Alesi gives everything to keep Senna at bay, until the power of the McLaren dominated to the chequered flag.

(Allport/Pascal Rondeau)



1990 FORMULA ONE GRAND
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PHOENIX

FROM THE COCKPIT

MAURICIO Gugelmin finished the opening Grand Prix of the season in Phoenix in 14th place after a disappointing weekend for the Leyton House Racing team. His team-mate Ivan Capelli retired on lap 21 of the 72-lap race. Here is Mauricio's view of his unhappy weekend in Arizona:

"We arrived after a lot of work in the winter and we were looking forward to it, but I have to admit Phoenix is not one of my favourite circuits. It is all 90-degree corners and to be honest it is a bit of a Mickey Mouse circuit.

"I suppose, being the first race, at least we get it over with quickly and can then look forward to much nicer circuits. We brought two new race cars with us and one old.

"It was going to be a matter of surviving on the first day"

"We have been running the newer car since Spain but it has been no quicker than the old one so we knew it was going to be a matter of surviving on the first day.

"We did — just. We had engine problems in the morning. My engine blew up and so I had to change to the T-car, the '89 one, but it was not a lot different.

"I was also slipping and sliding



(Allsport/Pascal Rondau)

Timothy Collings

all over the place. The low grip level was a real problem. It felt like driving on ice. Speed down the straights was not too bad, but in the corners I had real problems.

"On a circuit like Phoenix, with so many 90 degree turns, it was critical. My progress was pretty badly hampered.

"So, we did major changes overnight to make the car grip a lot better... and the next day we had a day of rain, very unusual in Arizona. It was a shame because I had a feeling I could have improved my grid position.

"So, in the end, I was on the back of the grid with my team-mate who was lucky to get into the race.

"There were a couple of scary moments for me in qualifying especially when I came upon other cars which had spun. Like Morbidelli and Donnelly when they were right in front of me and I had to take avoiding action.

"It just wasn't worth going out on Saturday afternoon. It would have been impossible to learn anything in those conditions.

"It is a safe circuit, Phoenix, but it is bumpy and, even without that rain, terribly slippery.

"But it was a lot better in the race. The car felt solid, but that, on a street circuit like this, gave me a lot of other problems.

"I was getting terrible vibrations and it really hurt my back. Especially my coccyx. I felt very sore and I could not feel anything through my legs.

Mauricio survived a literally bone-jarring weekend on the streets of Phoenix.



"I had real trouble braking. I had to drive with my legs working like solid lumps. I could not bend my ankles. It was really difficult.

"The set-up of the car has been all-wrong, but whatever we do it is always wrong on this car.

"At the start I was well out of any trouble"

"At the start I was well out of any trouble but I could see the others getting involved in the first couple of corners. Someone lost a wing and someone else had a puncture of a rear tyre.

"But on this circuit you cannot really see much because it is not clear to see round the corners. And, anyway, everyone was leaving me behind.

"I came in quite late and to be honest, I wanted to retire. But my engineer made me change tyres and keep on going. He wanted me to finish the race for the team. So I carried on.

"I kept on going, taking it steadily to the finish to take 14th place."



Above: Following team orders — Mauricio completed the distance.
Below: One to forget for Leyton House Racing.

(Allsport/Pascal Rondau)

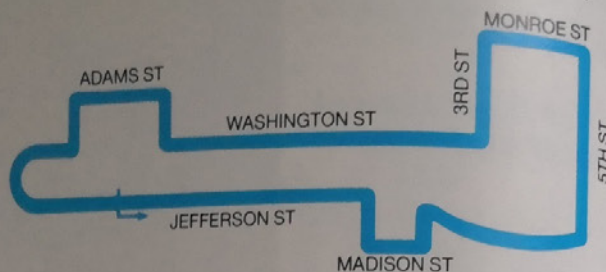


11 MARCH 1990

Pos.	Driver	Total
1	Ayrton Senna	9
2	Jean Alesi	6
3	Thierry Boutsen	4
4	Nelson Piquet	3
5	Stefano Modena	2
6	Satoru Nakajima	1

Pos.	Team	Total
1	McLaren	9
2	Tyrrell	7
3	Williams	4
4	Benetton	3
5	Brabham	2

Race distance: 72 laps (169.920 miles/273.453 km)



Gerhard Berger takes pole position

Pierluigi Martini	1.28.731	23	28	Gerhard Berger	1.28.664
Minardi-Ford M190				McLaren-Honda MP4/5	
Jean Alesi	1.29.408	4	22	Andrea De Cesaris	1.29.019
Tyrrell-Ford 018				Dallara-Ford BMS190	
Nelson Piquet	1.29.862	20	27	Ayrton Senna	1.29.433
Benetton-Ford B189				McLaren-Honda MP4/5	
Olivier Grouillard	1.29.947	14	1	Alain Prost	1.29.910
Osella-Ford FA1M				Ferrari 641	
Stefano Modena	1.30.127	8	5	Thierry Boutsen	1.30.059
Brabham-Judd BT59				Williams-Renault FW138	
Riccardo Patrese	1.30.213	6	3	Satoru Nakajima	1.30.130
Williams-Renault FW138				Tyrrell-Ford 018	
Paolo Barilla	1.31.194	24	25	Nicola Larini	1.30.424
Minardi-Ford M190				Liger-Ford JS33	
Robert Moreno	1.31.247	33	29	Eric Bernard	1.31.226
EuroBrun-Judd ER190				Larrousse-Lamborghini LC90	
Aguri Suzuki	1.31.414	30	2	Nigel Mansell	1.31.363
Larrousse-Lamborghini LC90				Ferrari 641	
Bernd Schneider	1.31.892	10	12	Martin Donnelly	1.31.650
Arrows-Ford A11				Lotus-Lamborghini 101	
Alessandro Nannini	1.31.984	19	9	Michele Alboreto	1.31.948
Benetton-Ford B189				Arrows-Ford A11	
Derek Warwick	1.32.400	11	7	Gregor Foitek	1.32.398
Lotus-Lamborghini 101				Brabham-Judd BT58	
Ivan Capelli	1.33.044	16	15	Mauricio Gugelmin	1.32.904
Leyton House-Judd CG991				Leyton House-Judd CG991	

Pos.	Driver	No.	Nat.	Car	Laps	Time/Retirement
1	A. Senna	27	Bra	McLaren-Honda (G)	72	1:52.32.829
2	J. Alesi	4	Fra	Tyrrell-Ford (G)	72	1:52.41.514
3	T. Boutsen	5	Bel	Williams-Renault (G)	72	1:53.26.909
4	N. Piquet	20	Bra	Benetton-Ford (G)	72	1:53.41.187
5	S. Modena	8	Ita	Brabham-Judd (P)	72	1:53.42.332
6	S. Nakajima	3	Jap	Tyrrell-Ford (G)	71	
7	P. Martini	23	Ita	Minardi-Ford (P)	71	
8	E. Bernard	29	Fra	Larrousse-Lamborghini (G)	71	
9	R. Patrese	6	Ita	Williams-Renault (G)	71	
10	M. Alboreto	9	Ita	Arrows-Ford (G)	70	
11	A. Nannini	19	Ita	Benetton-Ford (G)	70	
12	B. Schneider	10	Ger	Arrows-Ford (G)	70	
13	R. Moreno	33	Bra	EuroBrun-Judd (P)	67	
14	M. Gugelmin	15	Bra	Leyton House-Judd (G)	66	
R	P. Barilla	24	Ita	Minardi-Ford (P)	54	Driver fatigue
R	A. Suzuki	30	Jap	Larrousse-Lamborghini (G)	53	Brakes
R	N. Mansell	2	GB	Ferrari (G)	49	Engine
R	G. Berger	28	Aut	McLaren-Honda (G)	44	Clutch
R	G. Foitek	7	Swi	Brabham-Judd (P)	39	Accident with Grouillard
R	O. Grouillard	14	Fra	Osella-Ford (P)	39	Accident with Foitek
R	A. De Cesaris	22	Ita	Dallara-Ford (G)	25	Engine/clutch
R	A. Prost	1	Fra	Ferrari (G)	21	Oil leak
R	I. Capelli	16	Ita	Leyton House-Judd (G)	20	Electrical fault on oil light
R	D. Warwick	11	GB	Lotus-Lamborghini (G)	6	Gearbox
R	N. Larini	25	Ita	Ligier-Ford (G)	4	Throttle stuck open
DNS	M. Donnelly	12	GB	Lotus-Lamborghini (G)	0	Engine



Tiger in the F1 tank: Alesi gives Ken Tyrrell his best result in years.
(Allsport/Pascal Rondeau)

Fastest Lap: G. Berger (28) Lap 34
1.31.050, 93.311 mph/150.166 km/h

(G) = Gerdner types, (P) = Piroli types.

(G) = Gerdner types, (P) = Piroli types.

27. 1.32.178	15. 1.37.058
4. 1.32.221	24. 1.34.285
5. 1.32.915	30. 1.33.818
20. 1.32.865	2. 1.32.814
8. 1.33.147	28. 1.31.050
3. 1.32.707	7. 1.34.156
23. 1.31.568	14. 1.35.350
29. 1.32.681	22. 1.34.067
6. 1.32.222	1. 1.33.170
9. 1.34.517	16. 1.35.598
19. 1.32.964	11. 1.35.396
10. 1.33.573	25. 1.36.971
22. 1.36.446	

No.	Name	Car	Time
35	S. Johansson	Onyx-Ford	1:33.468
21	G. Morbidelli	Dallara-Ford	1:34.292
26	P. Alliot	Ligier-Ford	
36	J.J. Lehto	Onyx-Ford	

● Alliot excluded from remainder of meeting because Ligier mechanic worked on his car while stopped on circuit during first qualifying.

● Lehto did not run in first qualifying (gearbox) and had no chance of getting on to the grid in the wet Saturday session so did not run.

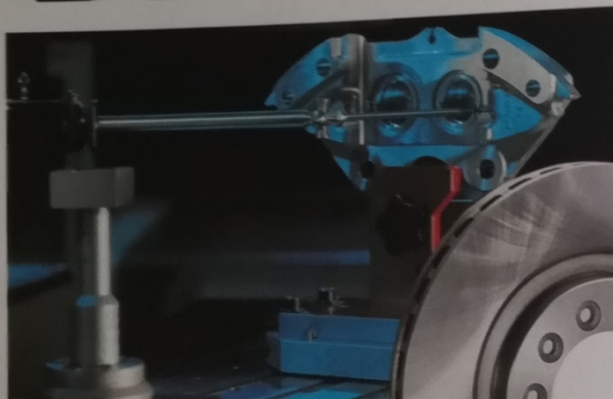
No.	Name	Car	Time
33	R. Moreno	EuroBrun-Judd	1.32.292
29	E. Bernard	Larrousse-Lamborghini	1.32.711
14	O. Grouillard	Osella-Ford	1.33.181
30	A. Suzuki	Larrousse-Lamborghini	1.33.331
17	G. Tarquini	AGS-Ford	1.35.420
18	Y. Dalmas	AGS-Ford	1.35.481
34	C. Langes	EuroBrun-Judd	1.37.399
9	B. Grabham	Coloni	2.07.147
21	R. Cochet	Life, Suharu	5.15.010

- Australia's Gary Brabham managed just two laps in the Italian Life car before electrics failed.
- Bertrand Gachot in the Coloni had the gear lever come off in his hand as soon as he exited the pit lane.

but Jean Alesi takes the lead.



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REBUILDING TYRRELL

Dan Knutson watches a revitalised team testing

It's Friday afternoon at Jerez. Jean Alesi and the Tyrrell Ford team, taking part in the FOCA test at the Spanish circuit, are about to try three consecutive runs on Goodyear qualifying tyres. On his first flying lap Alesi sets a time of one minute and 20.4 seconds. He pits for a fresh set of tyres and a few litres of fuel. This time he turns a 1:20.3. Third try. Nora Tyrrell's stopwatch clocks him at 1:19.76. Alesi brings the car back into the pits where every member of the Tyrrell team is smiling with delight. Designer Harvey Postlethwaite softly claps his hands in appreciation of Alesi's performance. The young French driver climbs out of the cockpit, his eyes glittering from the speed...

The entire episode lasted less than 15 minutes. Yet those 15 minutes revealed the new atmosphere in the Tyrrell Racing Organisation. The air around the team is filled with a vibrant expectancy: hopes for a successful 1990 season are running high. Two days later Alesi would set a time of 1:19.53. At the Spanish Grand Prix four months earlier Ayrton Senna had set a qualifying lap record of 1:20.291.

Tyrrell's rebuilding program is beginning to pay off with results. The new management structure is as follows: Chairman - Ken Tyrrell, Managing Director - Bob Tyrrell, Engineering Director - Harvey Postlethwaite, Head of Research and Development - Jean-Claude Migeot, Team Manager - John Villadelprat. On the driver front Ken has signed Satoru Nakajima and the sensational Jean Alesi to two-year contracts. Ken is well known for his ability to spot and develop talented drivers. Does he think Alesi will become an-

other Stewart or Senna?

"I think it's much too early to tell," Ken says. "He's only done eight Grand Prix races. He knows that he has a lot to learn, and he's going to go to many circuits this year that he's never seen before. We now have to wait and see how he will progress from being something of a star on his introduction to Grand Prix racing to the time when everyone expects him to do better. Only time will tell." Nakajima, meanwhile, has brought a welcome influx of sponsorship to the team. And having Nakajima certainly didn't hurt when Tyrrell signed a deal to use Honda V10 engines in 1990. Some two dozen Japanese journalists came to Jerez to see Nakajima. Unfortunately the opportunity was short-lived as a faulty bracket caused his rear wing to break loose just as he was entering a 160 mph corner. The right side of his Tyrrell was ripped off as he slammed into a tyre-lined guardrail. Nakajima escaped serious injury, although he did have to wear a neck brace for 10 days.

Tyrrell's new sponsors include the

Angle Group (a Japanese clothing company), Epson computers, PIAA (a Japanese automotive accessory company), Essilor (who make ophthalmic and vision improvement products) and NipponShinpan (a Japanese credit card company). Marlboro is providing personal sponsorship to both drivers. In addition to all this, the team expected to announce another major sponsor prior to the Phoenix race.

Tyrrell has formed a relationship with TAG/McLaren Marketing Services which will co-ordinate Tyrrell's sponsorship activities.

The new Tyrrell Ford Cosworth 019 will see action for the first time in San Marino. And the team is already developing the Tyrrell Honda 020 for 1991.

"We seem to have quite a good car now," Ken says, "and the windtunnel tells us we have an even better car for Imola. So I think we look forward to taking on all of the teams except the multi-cylinders (the V10's and V12's). I think they might have too much horsepower for us. Still, we look forward to having a good year."



Just the aperitif Ken needed: Alesi testing at Jerez

(Alpsport/Pascal Rondeau)

KEEPING UP WITH JONES?

COLIN YOUNG

Gary Brabham puts Australia back on the Formula One track this year. What does he have to do to follow in the footsteps of his great compatriot, Alan Jones? Colin Young asked the former World Champion.

Gary carries one of the all time great names back into Formula One when he joins Life Racing for the 1990 season. Comparisons with his father Sir Jack who won three World Championships will be inevitable, although the Brabham driving dynasty of elder son Geoff, Gary and David have already had to live through many years of these discussions.

Australia's most recent world drivers' champion Alan Jones firmly believes that the Brabham name will be a benefit rather than a high-pressure drawback.

"No doubt it will be a big help to Gary," says Jones. "I don't see it adding any extra pressure to his first season in Formula One. For a start if Gary hasn't learnt to handle pressure he shouldn't be in Formula One anyway so really he should put his name down on his list of pluses because he will start the season with a few things on the minus side.

"There are a lot of people in racing in Europe who may have had an association with Jack and even subconsciously I am sure some will look upon Gary favourably." Brabham's venture into Grand Prix racing comes via the new Italian team Life Racing and that means prequalifying in those cut-throat one-hour sessions prior to each Grand Prix. And that, according to Jones, is where the real pressure will come.

"I don't know much about the team but unless they have the budget and technical back-up for a solid test program Gary won't get the sort of mileage he needs to make himself really

feel at home in a Formula One car. "The team and driver will be at some circuits for the first time. By the time you have sorted the chassis and gear ratios there is not a lot left for prequalifying. The problem is both Gary and the key technicians will probably be going through the same steep learning curve and that's where access to a good test program, and the right tyres, will help enormously.

"In 1978 I sort of had a prequalifying situation with Williams because Goodyear could not supply all the teams with qualifying rubber and at that time Frank and Patrick Head had not established themselves at the top level alongside the likes of Ferrari and Lotus.

"I think there were eight teams and the fastest two cars from the first ses-

"If Gary hasn't learnt to handle pressure he shouldn't be in Formula One anyway"

sion got an allocation of qualifiers for the next timed session. Frank, Patrick and myself all had some Formula One experience and thankfully most of the time we were one of the teams to get the qualifiers, usually with Riccardo Patrese in the Arrows.

"Of course what we didn't know then was that Patrick was soon to become one of the very best Formula One designers.

"So unless they have a great chassis first up, are very well organised, have

the right tyres and get plenty of testing the real pressure is on in prequalifying. I don't mean any discredit to Gary at all, but it is conceivable they could go the whole season without starting in a race and that unfortunately is a sad fact of Formula One life."

Jones knows what it is like to jump in at the deep end, and while some may question the sanity of going with an all-new team the 1980 World Champion says he would have grabbed the ride with Life Racing in similar circumstances.

"I've always believed in taking the opportunities as they come along... it's up to you to make the best of it. You can sit on the fence waiting for a better deal, maybe spend another year in Formula 3000 hoping to go better, and you can be still doing that when you're 50.

"If you put your bum in a car you go for it and that's it... have faith in your ability and hope it all works out. I grabbed the Hesketh drive in 1975 and that led to Hill, Surtees, Shadow and then in 1978 the start of four fabulous seasons with Frank Williams.

"Don't forget that when Ayrton Senna drove for Toleman it wasn't the best chassis in the world but he did display his extraordinary talent and that led to a Lotus contract. In Gary's situation I would have taken the deal. There are a lot of analytical people in Formula One and I'm sure if Gary can put in a good performance or two he will get some recognition for what he is doing. Even if he spends a couple of seasons struggling in Formula One he can always drive sportscars for the Japanese just because he is a Formula One driver... they love all that in Japan."

Opposite: Last time the Jones posterior was in a racing Formula One car: Lola, Adelaide '86



STRAIGHT LINES

THE DEREK WARWICK COLUMN

In the years I have been in Formula One I don't think I can remember such a gruelling pair of races to start the season off with. Although they've moved Phoenix forward to March away from the June Arizona heat, I don't think it's going to be all that cool... And the second round in Brazil is always a physically demanding race, added to the fact that we have a new circuit this year. Fitness is becoming of increasing importance to Formula One drivers. Nigel (Mansell) was saying the other day that driving the Ferrari was hurting him more than it ever has before because the cornering G-forces are getting bigger and bigger as technology develops and the cockpits are so tight these days it's no joke for the big guys like us! He even predicted that unless something was done about limiting development, drivers could be blacking out in the cars next year. So you can see why we all take fitness so seriously.

Having said that I have a specific training pattern in the off season. December is my holiday month, I do nothing, I enjoy the holiday period with my family, eat and drink what I like. And we always go away for two and a half weeks over Christmas. In January I start the build-up to the season from the first day. I do two hours in the gym three times a week, play a lot of squash and run four times a week. I even do a little bit of cycling - but not too much - and then at the end of January my brother Paul and I go away to the Alps for a fortnight.

We have a German doctor called Gunter Traub who looks after us. When I say that I mean he puts us through hell! He gets us up at 7am and from then until 10.30 we work out on the weights, we do a six, seven kilo-

metre run, we do a lot of stretches, aerobics just to loosen up the body. From there we go to some cold baths to help circulation and then have breakfast. In the afternoon we ski 40 -

"...we have set ourselves the target of 40 points - and hopefully a win."

50 clicks cross country. Then we do some yoga, stretches, swimming and finally eat a 'set menu'. The idea is to clean all the rubbish out of the body

and put a good fitness foundation down for the start of the season. In-season I run three times a week something like 30 clicks, go to the gym three times a week and really watch what I eat very carefully.

I'm doing all this because this year, in fact the next two years, are really important for me and I am confident about what I am going to achieve. At Camel Lotus we have set ourselves the target of 40 points - and hopefully, a win. For me personally it is important to continue the momentum I built up at Arrows - the momentum of success. In the last three years Arrows climbed from a top 10 team to a top-five team always challenging for places and I think I had something to do with that.



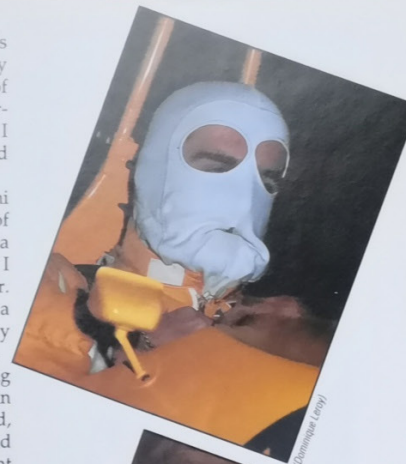
(Sporting Pictures)

People often ask where my motivation comes from year after year. It comes from my love of the sport. I'm 35, sure, and time is against me, let's be honest, but I still get a buzz from arriving at circuits, seeing all the transporters, seeing the mechanics, saying hello to everybody, signing autographs, going to the motorhome, starting the car up, feeling the vibration, smelling the smell. All that still gives me a buzz, I'm still a teenager when it comes to motor racing...and you don't need to look for ways to motivate yourself when just being in the sport gives you that kind of feeling. Talking of feelings I have special feelings about being with Camel Team Lotus this season. It's not just a racing

team I'm part of, I'm part of the team's history with God knows how many championships, and we have one of the biggest and best sponsors in Formula One. So when I get in the car I know there is this big machine behind me and it is good to be part of that. It's really good to have Lamborghini behind me too and see the kind of commitment they have got to Formula One - it all adds to the good feeling I have got about our chances this year. I've already put in my order for a Lamborghini - I'm only joking - my road car, needless to say, is a Lotus. The rest of the Lotus 'package' is strong too. We've got a good team of guys in Rupert, the team manager, Tony Rudd, Mike Coughlan, Steve Hallam and Frank Dernie. Frank's an excellent designer...a really excellent designer...

"... we're both out there to beat one another but we're going to do it fairly."

Left: Difficult places to start the season: Phoenix... Below: ... and Interlagos, last used as a GP venue in 1980. Top Right: New face (!) with Lotus, Martin Donnelly. Right: Lotus test driver Johnny Herbert - pushed too fast in 1989?



(Champion Leary)



(Champion Leary)



(Alamy/Pascal Rondeau)



(AP)

and I'm pleased to have Martin Donnelly as a team mate. Remember he was the guy I put in my car at Arrows last year when I couldn't race at the French Grand Prix. What a lot of people don't realise in motor racing is that you spend 95% of the time out of the car and if you can't enjoy that time it's an awful game to be in. Martin's a nice guy, we have a great understanding already. He knows we're both out there to beat one another but we are going to do it fairly. When we go into

de-briefs I hold nothing back from my team-mate and he's the same. Then there's Johnny Herbert, our test driver. I've been a fan of his for years. I hope it all works out for him because he's one of the best rising talents we've got in Britain. I only hope that last year hasn't affected him too much. It's my own personal opinion, and I understand the pressures, but I think he was pushed on too fast. He should have been given a little time to feel his way into Formula One. If you are 100% fit,

by the end of the season you are knackered... so what chance have you got? You start off in the shape he did? Let's finish this column on a note of optimism and talk about my first win. I can feel it out there just around the corner... all I need to get it this year is a little bit of the type of luck Berger had in 1986 in Mexico when he won his first race or Sandro Nannini had in Japan last year when the two McLaren's took each other off...



Above: Good to have Lamborghini behind me!
Left: Part of a strong package. Steve Hallam (left), and Frank Dernie
Below: Testing, testing: lack of miles won't be our 1990 problem



(Dominique Lenzy)

ASTON MARTIN LAGONDA

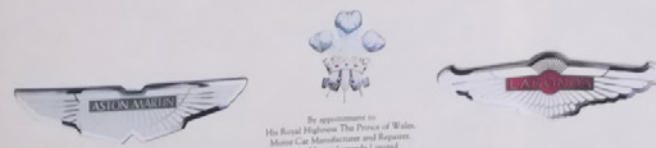


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RIGHT PLACE, WRONG TIME?

STEFAN JOHANSSON

By Dan Knutson

Stefan Johansson is in the right place at the right time. In the past 10 years he has driven for eight different Formula One teams including Ferrari and McLaren. Yet he rates his present team - Moneytron Onyx - as his best Formula One experience. His worst experience? Ten years earlier at the other end of the spectrum with Shadow. In 1980 Johansson attempted to make his Grand Prix debut. He failed, however, to qualify the Shadow in the season opener in Argentina and at the following race in Brazil. It was, Johansson now realizes, one of the worst moves of his racing career. "I think the biggest mistake I ever made," Johansson said in an interview before the start of the 1990 season, "was to do the races with Shadow. That set me back several years in Formula One. I was far, far, far from being ready for Formula One. I had never driven anything more powerful than a Formula Three car before I sat in the Shadow for the first official practice in Argentina.

"I think that one of the reasons was that some people saw that I got blown off by another non-established driver (David Kennedy) in the Shadow, so they thought it meant it must have been an easy year in Formula Three (he had won the British Formula Three

championship in 1979) or something like that."

The road back to Formula One was a long one. Johansson didn't get a full-time Grand Prix ride until 1985. Now, 10 years after his first attempt to qualify for a Grand Prix, Johansson is involved with the Moneytron Onyx team. And Onyx, the 33-year-old Swede said, is the best team he's ever been involved with. "Involved" sums it up, because he is more than just a driver for the team.

"I think this is one of the best experiences," Johansson said, "because it involves so much more than just being

"One thing that is quite clear... is that you have to move the goalposts all the time."

a driver. I was there from the initial moment when we started talking about it. We really worked our heads off to make it work. It was such a great thing to be able to get in the top 10 in the first year and get out of pre-qualifying. All the odds were against us because we were so late. Rio was an absolute night-

mare! To look back at that... I'd like to forget that as soon as possible."

That first race was indeed a nightmare. The new car had never turned a wheel before it arrived in Rio. Testing and pre-qualifying brought on a string of "new car" problems ranging from ridiculous to dangerous. Onyx was simply not ready, and neither Johansson nor Bertrand Gachot managed to pre-qualify. The lack of testing and track time continued to hamper the team in the early races.

Slowly the team improved. Johansson brought Onyx its first points when he finished fifth in France. He followed that up with a brilliant third place in Portugal. The points he earned were more than just morale boosters. They also meant that Onyx doesn't have to face the agony of pre-qualifying.

"I think everybody involved with Onyx has done a tremendous job," Johansson said. "Particularly (designer) Alan Jenkins who has put in more than he probably should have done. From that point of view I think my Onyx experience is the best I have ever had.

"We've been set back a little bit this winter with the problems we have had with the changes in the team. That, unfortunately, has meant we have had to concentrate a lot more on

politics than on the technical side. So we are a little bit late in getting on with the program.

"And then losing the Porsche engine obviously didn't help the situation. We had sort of committed our technical program for that until the last moment, and then they made a U-turn and went somewhere else. So I think we have to look at the first part of the 1990 season as trying to get back in the swing of things again."

Was it a demoralizing blow to find out that Footwork Arrows would get the Porsche rather than Onyx?

"Well, yes and no," Johansson said. "I think in the end everyone was quite

"It's a line of work in which it's very hard to do any sort of forward planning."

relieved in a way because at least we know where we are at. But we were waiting and waiting, and we never got any real indication of what went wrong. So therefore at least now we know where we are at, and we can go ahead with a different program."

During the winter team founders Mike Earle and Joe Chamberlain left Onyx. Did this hurt the running of the team? Johansson paused before answering. "Ahhh, from running the team, absolutely not. Not in the slightest way. But it has hurt from sorting out the

mess that was left behind. Maybe those are harsh words, but that's the truth." Harsh words indeed from someone like Johansson whose name could appear next to the words "polite" and "tactful" in the dictionary. Could he expand on all this?

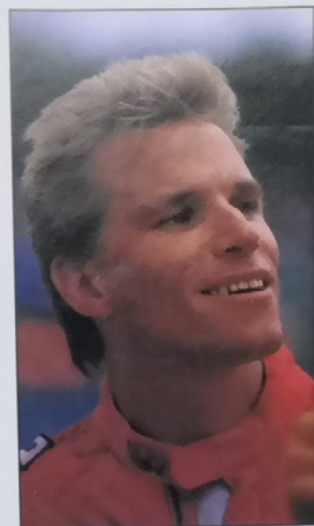
"I don't really want to go too deep into it," he said, "but all I can say is that their participation in actually producing any values towards the running of the team was very small."

The conversation shifts back in time, back to Stefan's early years when he was trying to break into Formula One. He won the British Formula Three championship in 1980, but not until 1985 did he finally get a full-time Formula One drive. Did it seem in those days that he would never make it to the Grand Prix arena?

"Yes," Johansson said, "I mean, I don't know why it's always been like that, all these things which were impossible to foresee cropped up all the time. I'm not complaining about it. Because at the end of the day I have had a fairly good crack at it, and I had the opportunities in the end.

"But it wasn't really frustrating. You just take it as it comes. One thing that is quite clear to everyone in this type of sport is that you have to move the goalposts all the time. You realize that something didn't work so you try something else. You just work and try to position yourself in what ultimately you think will be the best situation for you.

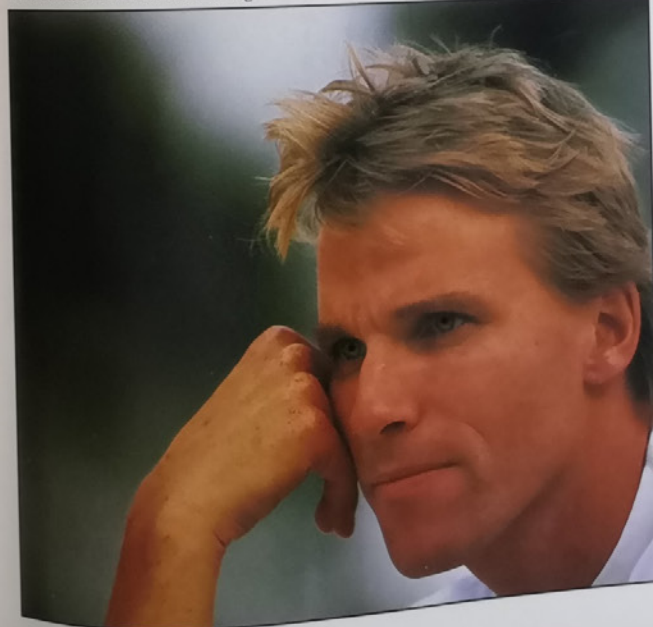
"So when I didn't get into Formula One after winning the Formula Three



Above: Big smile, small reward in his McLaren year
Below Left: Stefan: checking the goalposts again!
Below Right: But if that was bad, life with Ligier was grim...

title, I did Formula Two and then I got involved with the Spirit Honda Formula One project which was very good.

"It's a line of work in which it's very hard to do any sort of forward planning. I think it's great if you are in a position to do it. But, unfortunately, there are very few that can actually have that luxury. I think that Ron Dennis is one of the few that has this ability to always look two steps into the future."



Johansson agrees that his Formula One career has often been a case of being in the right place at the wrong time. He was to drive for Toleman in 1985, but a tyre contract dispute kept the team out of the first three races of the season. That turned out to be a fortunate break as Ferrari hired him to replace Rene Arnoux who had been fired after the season opener in Brazil.

In San Marino, only Johansson's second race for Ferrari, he led a Grand Prix for the first time. The "tifosi" cheered so loudly that one could hardly hear the scream of the Ferrari's engine. Their cheers died along with the Ferrari's engine which ran out of fuel with three laps to go.

"It was such a stupid problem," Johansson recalled. "There was a crack in the log of the turbo, which meant that it was pushing a little bit of air. So the computer for the injection was pushing in more fuel which made the consumption a lot higher. According to our calculations we were well within consumption because I had been taking it quite steady in the first half of the race."

Johansson went on to take second places behind his Ferrari teammate Michele Alboreto in Montreal and Detroit. Ferrari, however, was about to go into the worst slump in its history. Ferrari would not win again until Gerhard Berger's victories at the end of the 1987 season. During his next year and a half at Ferrari Johansson would never finish higher than third. In 1987 Johansson joined McLaren alongside Alain Prost. The TAG Porsche engine was at the end of its life, and McLaren was to have its worst season since 1983. Johansson's first Grand Prix victory continued to elude him.



(Allison/Pascal Bonneau)



Gentle decline for a Formula One gentleman? From Ferrari (top), (6 rostrum finishes); to McLaren (4); to Ligier (below), (6 DNQ's).

Again, the right place at the wrong time?

"Exactly," Johansson said. "It is a fact that that time for Ferrari was not good. I don't think it would have mattered who was in the car - it would have been the same story. It was quite a political turmoil at the same time. There were two camps. My big ally was Harvey (Postlethwaite), and we were fighting a losing battle."

"And McLaren...it's very obvious that was the worst year they have had. Prost hasn't been as low as fourth in the championship since 1982. I don't like to think it was because I was the other driver in the team!"

"I'm not complaining. I think one mistake that I did make in those years was that I was a little too grateful for the opportunity. I was not sticking my neck out and pushing quite as hard as I should have done. One thing that is quite clear is that you really have to stamp authority to get things done. I sort of sat back and accepted things which maybe I should have pushed a bit harder for at times."

Ron Dennis agrees that Stefan should have pushed harder.

Dennis: "We discussed things in great

length when Stefan joined the team, and he knew...to stay on the team he would have to beat Senna, or any other current rising star, all the time. That was a pretty big objective. But what was his alternative? To say, 'No, I don't want the drive'? Of course, it was a hard road for both of us to follow. But he still got a good season in a by-and-large competitive car. Sure, he didn't make the best of it, or we didn't make the best of it. I still think, overall, it was the right decision to have Stefan in our car. I've got no regrets. I don't think he has either."

One of Johansson's nice memories from his McLaren days was of Prost whom Johansson rates as the best teammate he has had. Yet, speaking of teammate relationships, Johansson said: "I don't know if it makes such a difference at the end of the day. It's such an intense job and it's so competitive, that really it's every man for himself. I think a mistake that I made in the past is that I have been too willing to let myself get sucked in too much. Still, I have always been very open and honest. I have never tried to hide any information or anything like that, like some people do."

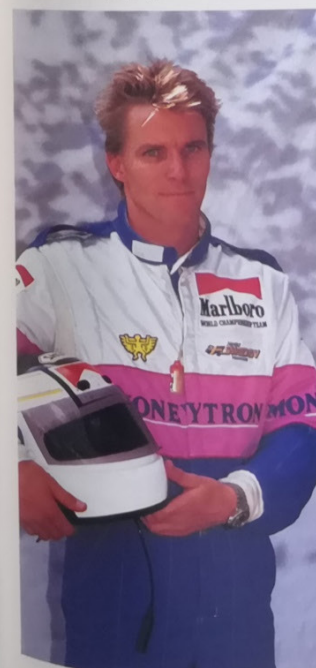
When McLaren replaced Johansson with Senna in 1988, the former somehow managed to keep smiling despite a season with the disastrous Ligier. On a far happier note, Stefan is the proud father of his new daughter, Kelly, who was born in February. Stefan, his girl friend Manuela and Kelly live in Monaco. What does Stefan do in his free time there?

"Well," he said, "this year I have not had much time to spend on hobbies. I have been working flat out with the team. But my main hobby is painting. That's what I spend most of my free time doing. It's, how can you describe it, hyper-realism. You paint very ordinary objects blown out of proportion. I paint a lot of hands, but in very large sizes. With some tongue-in-cheek message."

In May Johansson will be driving his Onyx through the streets of Monaco. It's where he wants to be.

Below: All dressed up - but does he have somewhere to go?

Right: Fine job done in 1989, with first points for Onyx in France. Is it all in jeopardy?



(Allison/Pascal Bonneau)

STOP PRESS



(Allison/Pascal Bonneau)

Three days after this interview was taped storm clouds gathered over Onyx as team owner Jean-Pierre Van Rossem announced his intention of selling his holding. Days before the team was due to leave for Phoenix the remaining directors were left working round the clock to salvage the Formula one future of 60 employees - including Stefan and his teammate JJ Lehto.

"It is a very difficult, virtually impossible situation" admitted Technical Director Alan Jenkins. "We are trying to sell and I am sure we can find the right buyer - the problem is that we don't have any time to do it. The team have been fantastic, very loyal. There has been no real feeling of job security for anyone in the last ten months and yet we have lost only one person."

A Paris press conference on February 16 allowed Van Rossem to launch a series of vitriolic attacks on Formula One in general, on FISA, journalists and personnel involved in the sport. He hopes to find a buyer for his 99% stake in Onyx shares, saying "It is not in my interest to let debts accumulate after we missed the Porsche contract and lost our two major sponsors as a result."

"If we could get through Phoenix and Brazil", added Jenkins, "It would give us a bit more time to set something up before Imola. But we cannot count on it. You have to think seriously about it all - suppliers, sponsors, contracts, obligations. On the other hand, we don't want to let down a lot of other people. Lehto is the hottest prospect after Alesi. And Stefan is a very accomplished driver who turned down other opportunities to stay with us."

STOP PRESS

MARTIN BRUNDLE

"THIS TIME IT'S FOR DIFFERENT REASONS"



ANDY SMITH LISTENS TO MARTIN BRUNDLE ON QUITTING FORMULA ONE - AGAIN...

The first weekend in February and Martin Brundle was back in Tom Walkinshaw Racing's colours once more. Twelve years in motor racing for the 30-year-old from Norfolk and eleven of them have been spent, in some part, working with Major Tom. The Sunbank Daytona 24 Hours was not Brundle's idea of an ideal resumption of his career in sportscars. 'These 24 hour races', he once joked, 'they seem to go on all day!'

In the event his return was a triumph, though second place was a struggle in a Jaguar XJ12 that boiled incessantly for the last hour necessitating pit stop after pit stop as Wollek and Van Der Merwe moved their Porsche closer and closer. 'Character building' wrote one local newspaper, fortunately not within Mr Brundle's sight. He has a marked aversion to 'character building'.

The chance to celebrate with a team that had just recorded a 1-2 result in a major race was welcome for Brundle. Having decided to leave Brabham and Formula One only the week before Daytona, he was anxious to make the point that the decision to link up again with TWR was a good move. When he left Zakspeed to go full time sportscar racing in 1988, it was a calculated decision, designed to give his career a boost and reopen genuine Formula One opportunities: a chance to return as a winner and as a World Champion. This time things are different. 'I left Formula One last time after a poor season. I decided to dive out, to take my name out of the Formula One spotlight. This time it's for different reasons. The situation at Brabham is very uncertain, very unclear and I've left a decision this late in the close season with the first tests for the early races looming up, eventually deciding to leave Brabham not Formula One.'

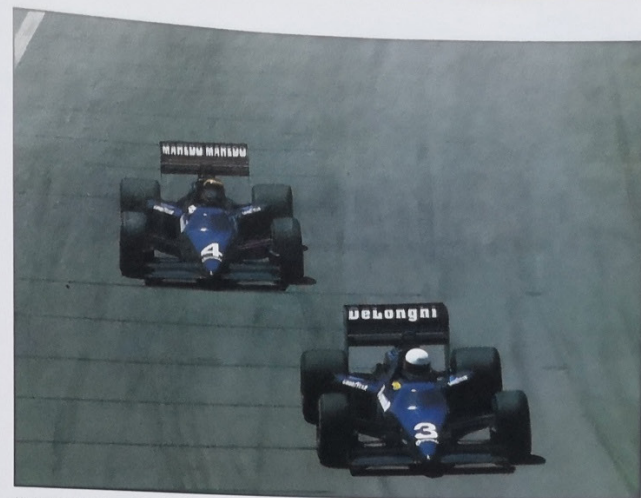
The chance to explore other opportunities in Formula One for 1990 never arose. Not that the seats that Brundle would have considered were available anyway; the next day Brundle had signed a contract with TWR to drive in the World Sportscar championship and selected IMSA races in the USA. It was a deal that suited both sides. TWR were looking for a driver to replace Eddie Cheever who had abruptly opted for IndyCar racing. Brundle was happy to be with a team that provided a settled environment. Brabham had been a jumble of controversies. 'It's obvious how to be successful at motor racing - first of all you need a corporate structure, as in a big business. Motor racing is big business and should be run with a management structure, properly financed with short, medium and long term

planning, that's how McLaren and Williams do it. That's how TWR works. Successful teams win World Championships on that basis. Brabham have won World Championships in the past when things were slightly different.' Although he had resigned from the team and litigation was about to start for the alleged non-payment of part of his 1989 salary, Brundle, sitting tanned and relaxed in the Florida sunshine, displayed some obvious affection for his old team. Brabham, he insisted, had the potential to be good again.

'The core of the team is very disciplined and very professional, factors drilled into them I believe when Bernie Ecclestone was in charge there in the early eighties. I'd thought we did a good job in 1989. The team started so late, so the car was late being finished but we achieved a lot. We pulled clear of prequalifying by scoring points on a few occasions and frightened the big boys eventually finishing 8th in the World Championship in the first season back. It'll be a tragedy if the experience gained last season goes to waste.'

Brundle believes that his departure from the team might in the end benefit Brabham by highlighting the problems there. 'It could bring the situation to a head and force someone to do something about it, but my position was that I felt the contract had been breached and I had to do something about it before I got in the car for pre-season testing. I'm in a slightly different position compared with some of the other Formula One drivers in that my salary is paid by the team, I don't have personal sponsors appearing on my overalls and helmet; don't misunderstand me, I'm not exactly a poor man! The financial issue is relevant though for many reasons. If a team can't pay its driver's salary, it has implications about how they operate. It's hardly going to make or break a Grand Prix team seeing as \$10 million won't run a midfield Formula One team these days. I think that \$15 to 20 million plus engine support from a major manufacturer is required to win a Grand Prix nowadays and where a team can find that kind of money at this stage of the year I really don't know.'

Brundle spent many days and nights agonising over the decision. He confessed that he had not slept much for six weeks chewing over the alternatives. His features that Daytona weekend still displayed the mental and physical rigours that Formula One characters have to endure. Back in February 1984 I had been at the Mayfair Hotel when Ken Tyrrell introduced the fresh faced Brundle as 'possibly the next JYS'. Brundle himself won

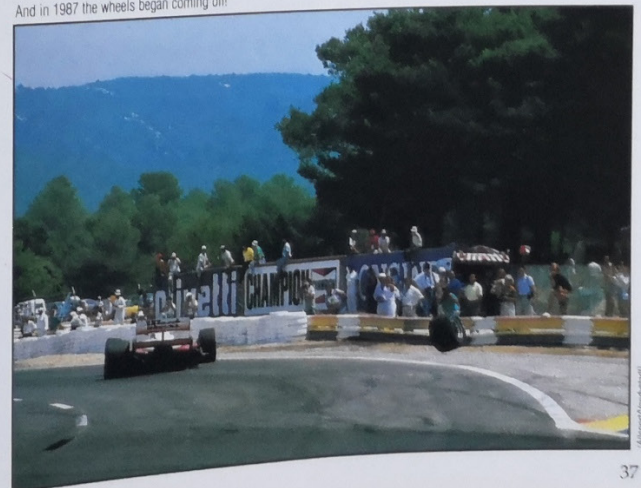


Above: Happy F1 days: Bellof and Brundle were a super-quick Tyrrell team in 1985
Opposite: Man with a decision to make: Martin at the crossroads



1986 was no joy-ride despite Data General backing

And in 1987 the wheels began coming off!



immediate favour with the assembled hacks by giving each one of them that asked his home phone number. He has always been approachable, diplomatic and astute.

"I regard myself as basically a businessman. In this case I had to make a conscious decision by looking at all the information available. In Formula One, mind you, that's not necessarily all the information! Having done that you hope you've made the right one. Ever since I announced it, people have been phoning me up telling me it's the right thing to do. The fact that I had made a similar decision once before didn't make this one any easier, in fact it made it more difficult. When I left Zakspeed I'd had a bad year and a bad year with Zakspeed is enough to break anyone spiritually. At Brabham in 1989 my reputation had taken a leap forwards. A couple of potential Grand Prix opportunities were offered back in November but I decided to stick with Brabham having done the groundwork, but I knew at the time that I might be throwing away a Formula One future, while hoping not of course. Then I had to approach everything with a certain amount of optimism even though there was a risk involved. After all there are only 26 Grand Prix cars on the start line and to get your backside in one of them is difficult enough bearing in mind the amount of competition involved, so making a decision to leave Formula One now was even harder than the first time I can assure you!"

The Brundle the outsider sees is usually the collected, cool but friendly Brundle. Almost always in the company of his wife Liz, he is a family man in a glamorous profession. There is another Brundle, the uncompromising deep thinker. When there is a decision to be made, the family does not advise. "It's difficult for them because they don't know enough of the facts to advise. They are very good, they don't try to steer me in a particular direction, they know it would be dangerous for them to advise me what to do. When it's a tricky decision, like this one, I call on certain people, my managers for instance and Tom Walkinshaw plus a couple of other influential people I can trust to give solid advice. Then at the end of the day I sit down and pick the bones out of it all and settle on what to do. Let's face it, if you are going to drive a car at 200mph around the banking at Daytona or do anything at all in motor racing you have got to be comfortable with it. Once you get in the car you have got to be happy that it is what you want to do."

Temptations are bound to be thrown in Brundle's way to break his pact with Jaguar and return to Formula

One - either as a replacement for an injured or sick driver or perhaps with one of the new teams expected in 1981 - Jordan, for whom Brundle drove in Formula Three: or Stewart, who admired Brundle in his early days with his old team Tyrrell. Brundle feels he will resist such offers: "I don't think I would be interested, though it's difficult to say at this stage in 1990. My head is pretty much into Jaguar at the moment. I suppose that if I were to go back into Formula One it would have to be with a team like Williams or someone like that. Hopefully I will still get the offer of any opportunity by helping Jaguar back to the forefront and making my mark again as I would simply midfield it in another Grand Prix car. I think that I'm past the age and the stage of my career when I go back in at ground level and start having those 'learning' and 'character building' years - I'm not too interested in that sort of thing to be honest." I told you. This character building thing annoys Mr Brundle. One time in 1989 - Sunday May the 7th to be exact - I arrived in the Brabham pit at Monaco to record a radio interview with the man who had driven valiantly throughout the race. Starting fourth on the grid, Brundle had assumed 3rd place by the 27th lap: developing a misfire on the 48th lap, he was out of the car for a new battery resuming after the pit stop in tenth place. 27 laps later he had forced his way back into the points in sixth place. A super drive but I paid the penalty for being the third radio interviewer in line for Brundle. "Don't talk to me about it



Above: Time to be a big cat again and rediscover race winning equipment

Below: Monaco '89: it looked as if Brundle and Brabham were really back in business



One of motor racing's most popular faces



being a character building race," he said unprompted. "I'm fed up with being told about character building." The British public listening to BBC Radio Sport that evening were surprised to hear the lack of elation from a man who had driven so well. "Character building, it's a great phrase thrown at you when you've come through a bad time. You make your own luck in motor racing. A 'character building year' - you hear it all the time about yourself and others." Brundle's views had not changed. "At the end of the day in any Grand Prix you are going to have 25 destroyed drivers and one satisfied driver because in motor racing we all want to win so badly. Even in a midfield Formula One team there's \$15 million of commitment from sponsors and those people and the drivers aren't interested in finishing fifth or sixth. Every guy wants to win so taking it to its logical extreme 25 drivers have character building years, one has a successful year."

The way the Jags started the season at Daytona - with an impressive if tension-riddled 1-2 - 1990 will not be one of those (dare I mention it?) 'character building years' for Brundle. If any driver, of train or Grand Prix car is going to do it properly, then he has to be mentally prepared. Brundle is convinced the decision was right. "TWR have developed since I was last here in 1988. They've all sorts of plans for the future." Including Formula One, Martin? He would not be drawn but Tom Walkinshaw perhaps has already answered that in these col-

umns (PEI volume 3 no 5) when he said that Formula One could not be ruled out for TWR in the future, though he would have to 'clear the decks a bit first'. Just now those decks appear as full as ever. The atmosphere of TWR appeals to Brundle - organised, determined, professional but always with a real team spirit. "I enjoy driving the Jaguar. I enjoy the TWR environment. That and other things they offer me made it a really serious proposition. I think I've done a very positive thing by joining them."

"A racing driver's career has a short earning span and you can't afford a couple of years of it not being paid. Another aspect of course is that I think it's better to win in a lesser Formula than to be a midfield runner in Formula One, that's even if you regard Formula One as the top in motor racing. There's a big spotlight on Formula One these days and on any form of motor racing, and I don't just want to be there to make up the numbers." In 1988 Brundle's TWR year was immensely pressured. 1990 will be a little less hectic. Two years ago in the quest for titles on both sides of the Atlantic Brundle flew to America fourteen times, picking up plenty of air miles in those 28 crossings, plus the World Sportscar title while competing in 24 races. One of the 24 was as replacement for the injured Nigel Mansell in the Williams seat.

Qualifying on the sixth row after at one stage being quickest in a wet practice session, Brundle's return did not go unnoticed as he finished ninth in the Grand Prix. "I don't expect another season like that. By August I was destroyed but then I got my second wind and went on to the World Championship. I did a lot of motor racing and had a lot of fun but it is impossible to maintain that sort of schedule and maintain the quality of your driving as well. So, this year I'll be doing four or five IMSA races in the States plus the whole of the World Championship. About sixteen races all told with maybe another one or two in the pipeline."

There are very few people in motor sport who will not wish Martin Brundle well in whatever he decides to do. There is a list of racing drivers produced in the UK who are as popular as any in the world. Brundle is amongst them. Content in his decision to leave Formula One, though most see it as little more than a sabbatical, Brundle anticipated 1990 being one of his vintage years. "There is a lot to do on the racing and on the business front. Liz and I are expecting a new baby in August, so there'll be a new registration plate on that baby in England! Oh yes, there's a lot happening in my life at the moment!"



JEAN-MARIE BALESTRE



(Allsport/Wang-mat)

"I'M THE BOSS!"

The close season saw personalities thrust into the limelight in a way that even Formula One had found hard to match in previous years. One man at the centre of the storm was FISA President Jean-Marie Balestre, an enigmatic character who remains little-known to English fans despite years at the top of motor racing administration. His French compatriot Patrick Camus helped PEI find out more about Monsieur le President...

For several weeks FISA headquarters in the Place de la Concorde in central Paris were at the eye of a cyclone that nothing seemed capable of stopping. FISA is like the big stores: there's always something going on! In one winter week the promotions on hand were a battle with the Le Mans 24 Hour race, followed by one with Ayrton Senna. The first storm broke a few days after the Australian Grand Prix, where the press unleashed a major attack on FISA for starting a very dangerous race.

Mr President, how did you react to those savage attacks?

"Listen, I've been a journalist for 40 years. You can't just write anything you like on the pretext that you hold a press card. A piece of text can do as much harm as poison or a dagger. You can't just write about someone and say he's a criminal sending drivers to their death because a Grand Prix was started in the rain."

All right, maybe it wasn't the road to the graveyard, but it was certainly a straight road to multiple breakages!

"In that case why don't you mention the Le Mans 24-Hour race? There you're talking about 250 miles an hour, night and day, sun or rain, fog...! According to certain people who called me from Adelaide, the rain was less intense there than at Montreal at Canadian Grand Prix time. I want to say, too, that you can disagree with my ideas, but I will just make one point: in general terms the motor racing press is a lot less indulgent towards authority than in other disciplines.

In our area they show the utmost severity and rigour, to the point where it becomes hard to bear. In other sports the press offers great support to the authorities. I have the feeling that some people confuse the sporting side of things with their own interests."

So it wasn't Bernie Ecclestone who insisted that the Australian Grand Prix should be given the go-ahead?

"Just because it was Mr Ecclestone's

face people saw on their tv screens, that doesn't mean he was running the show! You mustn't exaggerate. For years I've been trying to make people see that money and power are two very different things - and I still can't get the message across. What do you need? But it's the simple truth."

But it's Mr Ecclestone we see on the starting grids, in the press rooms - everywhere!

"So what? That's perfectly reasonable: he's Vice-President of the FIA, in charge of commercial matters! So it's he who looks after certain negotiations, establishes contact with new organisers, and so on. But he isn't the one who makes the decisions, it's the World Council. Of course he sometimes gives the impression that he's making the decisions but it's not true - it's quite, quite wrong. OK, he comes back from Sao Paulo, and the whole press corps goes and talks about Ecclestone at Sao Paulo, how he visited the circuit, how he gave the green light... But with him were two FISA delegates and it's they who will decide. In any case Ecclestone is like me: he has no power to declare the start or the cancellation of a Grand Prix. In Adelaide there were two Race Directors in whose judgement the event could be staged after the start was delayed. Should they have stopped the race after that? No, because the rain slackened. Proof of the fact was offered by the lap times regularly coming down. As for calling off the race, given the circumstances at the end of the Championship, it would have been a huge threat to Formula One's credibility, because it would have upheld the arguments put forward by those who supported Senna. Especially as he has the reputation of being the best in the wet. As luck

would have it, he made a mistake while he was 25 seconds in the lead - and that put a "magic" end, if I may put it that way, to all that carry-on.

Are we to expect a review of Grands Prix in the wet?

"What for? Let me be quite specific: the regulations do not oblige any driver to take the start, or compete for the whole length of a race. Nor does any regulation compel any driver to race at a pre-determined speed. There was no law that said Senna had to open up a 25-second lead in five laps. You can be good or bad in the wet, as in cycling.

You may or may not be afraid, as in ski-ing. But I'd like to finish by pointing out that it was perfectly possible to drive an error-free race, Boutsen, Patrese, Nannini and others proved as much. It wasn't right to play down their achievement, as certain journalists did, by describing that race as a farce or a parody. On the contrary, it was a magnificent race - and without the slightest injury to anyone!"

By some miracle, Senna's accident could have been very serious, as could Piquet's...

"Do you drive at 125 mph in fog? I don't. A driver must be in a position to regulate his speed according to the conditions."

Wouldn't things have been better on a natural track as opposed to a street circuit?

"I think so. Like Monaco, Adelaide will have to review its drainage problems, which are heightened by the fact that we're talking about a track lined by concrete walls. I'd also like to point out that in 1989 I had four important meetings with drivers who are members of the Safety Commission (Senna,

Piquet, Prost, Boutsen, Mansell, Berger and the Japanese [JMB is probably referring to Nakajima! - Ed.]) and not one of them mentioned the rain."

Let's talk about Suzuka. Didn't the organisers show both leniency and severity at one and the same time? At the end of the day, why did that problematical disqualification come about? And above all, why was Senna judged, not on that chicane, but on the whole of his racing career?

"That's right, Senna was not judged simply on the evidence of that chicane, and that's all there is to it. And he also deserved disqualification. The Race Director wanted to show him the black flag as soon as he got back on to the circuit. But because the incident called into question the outcome of the World Championship and the attributing of the title, the Stewards wanted to hear the case for the defence. So the black flag was not shown immediately, and the rostrum ceremony was deferred for half an hour to allow fullest examination of the facts. So don't let anyone pretend the Stewards showed great severity: on the contrary, they took all necessary precautions."

Ron Dennis subsequently lodged an appeal. Senna found himself accused, not of having driven over a chicane, but of having been a danger since he started racing! A bit surprising, wasn't it?

"No, no and no again! At the next World Council I'm going to put forward the idea of red and yellow cards, like they have in football. Then we'll see how guilty parties react."

Disagreements will be resolved more quickly because there will be no chance to defend yourself!

"Exactly."

Complete dictatorship!

"But my dear chap, not at all! Of course there won't be any defence. But everyone thinks football's wonderful, and that game uses its red cards with gay abandon! In four seconds you send someone off, punish them and no-one complains. No appeal! We in motor sport offer all possible guarantees of fair trial, we listen to everyone, we respect procedures, we allow lawyers, film evidence... and the end result is that we see this democratic system rebounding on us. Of course mistakes will always be made as long as human beings are involved but on the whole our officials aren't bad - especially if you look back at how it used to be."

Adelaide '89: how dangerous was it?



(Allsport/Proton Australia)



The one moment that gave rise to a winter of discontent.

You're not exactly answering my question. Why did the Appeal Tribunal judge Senna on his past record?

"The Stewards had taken a decision, the competitor disputed it and his manager appealed. This was the second major incident, following the one at Estoril involving Senna and Mansell. Our two officials came back from Japan only to have to go back there, all within the space of four days. You've got to be in good shape for that, haven't you? They had to explain to judges on the spot the reasons for their decision. And their good faith. Were they the ones on trial? So they didn't hide their anger, adding - and rightly so - that they could no longer tolerate having their every decision called into question. Sport has to stay sport. A sportsman should remain a sportsman and accept all the rules of his sport - or change to another one. The second thing that guided the Appeal Tribunal: Senna's past record. Five drivers whose names I will not divulge have complained to FISA about his behaviour, which they termed too aggressive and sometimes on the limit of really dangerous driving. That's all. It wasn't the Tribunal that wanted to try Senna again, but Senna who insisted on appealing. As in all other walks of life, he ran the risk of having his punishment increased."

Let's stay with Senna. Apparently the sentence wasn't enough for you. It needed apologies, suspension of his licence...

"The matter is a simple one. At a press conference at the Australian Grand Prix, Senna made some very hard allegations. The World Championship had been manipulated by financial and political bodies, the press had been misled, the results fixed, and so on... How are we to take declarations of

that nature? Pretty serious allegations, aren't they? Who would tolerate being accused unjustly and in public of being a cheat, and a manipulator and a man without honour? Yes, we're talking about defamation of character, especially as these things were said in a press conference and in the context of a World Championship event. The FIA would be perfectly within its rights if it brought a suit against Senna. Well, despite it all I tried to calm things down by calling Senna to Paris on December 6, to lay before him all the evidence that justice had been done. We spent an hour and a quarter to-

"... Senna was not judged simply on the evidence of that chicane..."

gether. What I got was a contemptuous, arrogant Senna. He kept repeating the same things in a tone that was quite unacceptable. Next day the World Council saw him, with his lawyer and an interpreter. For two hours, the Suzuka officials, the Suzuka Stewards and Race Director and several other witnesses came through, explaining in detail the procedure and the discussions that led to Senna's disqualification. Once again he was given all possible proof that the matter had been properly conducted and that no pressure had been brought to bear. And despite all our proof, all our explanations, he maintained his point of view. Yet certain members of the Council gave him several opportunities to explain himself, to acknowledge that he was in the wrong but that he could have put this down to his deep disappointment, his anger, even to misrepresentations in the press. But

no, he persisted in his provocative and arrogant attitude".

What role did Ron Dennis play in these two meetings?

"He twice undertook to intervene where his driver was concerned to sort the matter out. I get the feeling he wasn't in a hurry to do so. Looking at the fundamental problem, I would add that the role of a team manager is, in some small part, to keep an eye on his drivers' conduct, and if need be, put them back on the straight and narrow. It's the welfare and stability of the whole team that's at stake - not forgetting the state of relations with the sponsors."

But still the Council unanimously voted for the \$100,000 fine and suspension of licence so long as the fine wasn't met... Give in or get out?

"Everyone's talked about apologies and that was wrong. And I'm not asking Senna to bend the knee in front of me and kiss my hand, either. I've never wanted to humble any driver. What the FIA was waiting for from Senna was a letter, official or otherwise, a little word from him acknowledging that he had had all possible proof of a proper World Championship worthy of respect. We're not asking for anything insurmountable or out of the way. But it's a bit hard for the management people in a Federation to be called cheats and manipulators! I don't think what punishment would have been meted out to any footballer, rugby or tennis player who made such remarks! Banned for life, no doubt about it... The fact that he criticised the sport from which he earns his living, and a very good one I think, is just as damaging to him, because devaluing a Championship, a world title and the sport itself undermines his own worth. What do his achievements count for if, as he says, race results are falsified?"

Why wash all this dirty linen in public? Couldn't you have done it more discreetly?

"Has Senna been discreet? It could all have been kept private between us if, as agreed with Ron Dennis, Senna had given us a quick answer. But no, it dragged on. After a month and a half of waiting we reacted openly. We can't be accused of being impulsive, hasty people either."

And yet the first half of the answer was forthcoming: Senna, through McLaren, paid his \$100,000 fine. "Yes, with a little note apologising for the delay."

On that point, what do you do with all these fines that are more and more readily imposed?

"Nothing but good things. A bit of help for Streiff, taking on new technicians at FISA, setting up a special medical commission to strengthen emergency services at all circuits and so on. And the compulsory chassis crash-tests are very expensive, too."

You claimed, at the 1989 Italian Grand Prix, to be in possession of proof that Prost had been ill done by by Honda. Can you reveal today what that proof was?

"We learned, in the course of '89, that the Honda engine developed some 20 horsepower more than the Ferrari. Seeing Prost unable to hang on to Senna, but able to fight with the Ferraris, it is easy to draw the conclusion that his engine too has 20 horsepower less than Senna's. Isn't it logical?"

Perfectly!

"Ah, but I didn't just say that! I also said I didn't blame Ron Dennis in his concern to show preference for Senna. Prost and his little journalist pals are largely responsible for such behaviour. I like Alain a lot, but there are times when he gets on my nerves with the way he carries on - and he knows it. He wants it all his own way!"

So, this French blend of Balestre and Prost: is it something we should give credence to?

"No, it's impossible, unthinkable! Given the 1989 results I'm very happy to be a French President, but my first duty is to be President to all nationalities."

Don't you think all this in-fighting is damaging to the image of motor sport?

"In some ways yes, but not if you take into account the fact that we've been talking about Formula One or the Le

Mans 24 Hours throughout the close season. I went to hospital for a check-up recently, and everyone was talking about Prost, Senna, the Japanese and so on. Further proof that our audience is growing."

What is your state of health?

"Physically I'm fine, but my morale isn't so good. I've found this whole succession of events very tiring. Some time soon I'll have to think about it and face up to the necessary decision."

Retirement? Who will take your place? Ecclestone? Who brought him into the FIA in the first place? What is his real role?

"At one time we decided to promote certain Championships, Touring Cars in particular. Having spent loads of time and money with various people, some more serious than others, it turned out Mr Ecclestone was interested. And capable in that area. Around the time of the FISA - FOCA war, you will remember, the constructors arranged a meeting at Modena, around Mr Ferrari, to make me a proposition. A proposition that wasn't all that welcome, for as far as I was concerned I felt Ecclestone should remain *persona non grata*. I wanted nothing to do with him. For I'm the sort of man who follows his ideas through - and maybe I'm wrong in that. Eventually these constructors got on my nerves so much I said, "OK, I know Ecclestone as well as you do, I don't need you to help me find a compromise." I picked up the telephone. "Hallo? Mr Ecclestone? I want to see you in Paris tomorrow." "He was in my office at the Place de la Concorde at nine. Clearly he was overjoyed at my call. The meeting lasted five minutes. I said to him. "You want this, this and this. I want this, this and this. Take it or leave it. And we'll make peace." To

back up that initial contact, it needed 28 days of hard work with seven international lawyers to arrive at what is called the Concorde agreement. It has governed Formula One ever since and has never been violated. Because everyone's area is defined and set out with the utmost clarity. On the basis of that success we applied the same system to other Championships, notably the Touring Cars. I tried a promotional initiative, through a private sponsorship company. I spent eight months in negotiations and the day the sponsor was supposed to introduce himself nobody turned up. So we asked ourselves, "Why not - Ecclestone?" Keeping him very firmly in the commercial sphere, he was given the task of promoting the various World Championships."

Except rallying - where it would seem there is less money for the taking!

"If you don't mind, let's leave rallying aside. People complain Ecclestone does too much, we at the FIA think he doesn't do enough! For the moment he looks after Formula One, where he's doing pretty well, F3000 and Sports Prototype. It's not a question of money but of availability. In F3000, for instance, where he had no hesitation in financing certain events whose viability was particularly suspect."

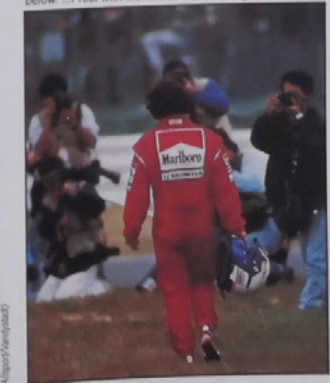
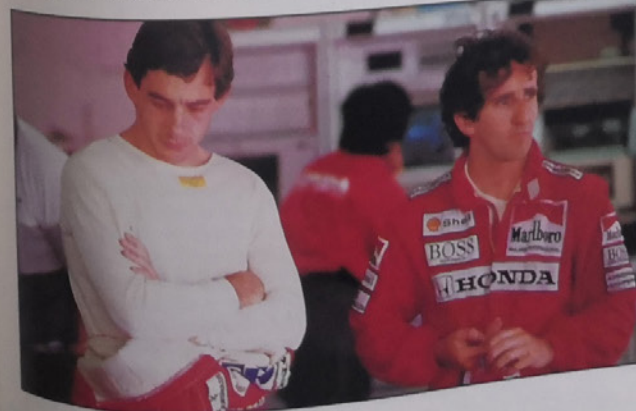
What have you got against Bernie?

"The fact that he's not doing enough! We find his results in Sports Prototype unsatisfactory; and the promotion of F3000 is virtually non-existent. If it were to go on that way, we might look at other solutions."

Such as replacing Ecclestone?

"Why not? We need that promotional activity, little or large. On the subject of Ecclestone, there is a fundamental

Left: Testing at Le Castellet '89: Prost and Senna were to go their very different ways... Below: ...Prost with the title in his hands again



point I would like to make. He has no power to take any decision whatsoever on sporting or technical matters. For eight years I have striven to build up a strong, powerful and independent authority. I am accused of being a dictator, no matter. If I carried on such a campaign, it was to create an instrument that can be used on several fronts: that instrument is absolute power in the hands of the sporting authorities. Of whom the President of the Federation is one. And he, of course, has to be accountable to the World Council. This is an important, a fundamental point because the entire credibility of motor racing is at stake. Put the question to the managers of Peugeot, Honda, Porsche and so on: do you think they'd tolerate spending fortunes and putting their reputations on the line in a sport without credibility?"

So, will Bernie Ecclestone be in your place one day?

"I really don't know. It's something I would be very interested to watch. Ecclestone? No, if you ask me because it's very hard, if not impossible, to be on both sides of the fence. Both as head of a sport and as businessman. No, not possible. In my opinion, the best President is me!"

Nobody lives for ever!

"Unfortunately.. But I'm very happy that after 30 years of being harassed by motor racing, my departure should cause the people in Formula One a bit of irritation. If only for a few months..."

At the 1989 Australian Grand Prix Ron Dennis organised a meeting of his fellow team managers. He gave the impression he wanted to lead a group

Concorde? Messrs Balestre and Ecclestone sorting out Formula One



making an attack on the sporting authority.
"There have always been such groups. English, German, Italian... Perhaps we should expect to see a Japanese one soon? Such pressure groups all too often take their dreams for the real thing. The main grudge the English bear is that for a long time they were the ones in power."

You really have no fears on that score?

"None at all. Among the newcomers in the 3.5-litre engine ranks there will be some big constructors - very big ones. What will Ron Dennis be in the face of such industries? A partner like any other, charged with the task of running one team among many. Honda's presence in Formula One proves that these people are not stupid enough to wish to wage war on a federation with 200 million members. The spot light is on Formula One at the moment because of all this carry-on, but the FIA is more than just the sum of its activities in Formula One."

And what would you say about a similar pressure group working against Ecclestone?

"... my departure should cause the people in Formula One a bit of irritation."

"In effect it's the same group. It's been going on for two years. Dennis wanted to take over as head of FOCA from Ecclestone, because he thinks the latter is too tainted by FISA and the FIA. It's true that Ecclestone is working for the greater glory of the Federation, but it's also because of his privileged position that Ecclestone is best placed to defend FOCA's interests. His critics are wrong. Ron Dennis has no cause for complaint. He's racking up victories, world titles... and earning fantastic amounts of money. He really can't criticise the system that has given him all that!"

Fascist, Dictator, Overlord - how do you respond to all that?

"With contempt. As far as I'm aware I haven't killed anybody yet! Two and a half years ago, after my operation, I resigned from FISA but stayed on to look after things for six months. Then I thought again. Heart attacks caused by stress, 90% of the stress caused by

these constant battles... I had no desire to die for Formula One. My family is more important than Formula One. When I was back at the World Council I told them how I had been thinking straight out. "Gentlemen, this is it. I am prepared to take up the Presidency again, but on certain new conditions. I've gone beyond the age for jokes and disputes. I will be happy to be the manager of your Federation, but I want to be the boss. Not just a puppet boss, a real boss. I've had enough of spending hours on the telephone, nights by the fax machine. I've done it for 20 years, it's not on any more. I don't have the strength, physically or temperamentally, to do it again. Vote for me, or don't vote for me. If you do, it's to make me head of a working board. Motor racing will be managed like a proper business."

With plenary powers, of course!

"Yes, with full powers. Executive director. Number one man within the framework of delegated authority. Up to me to be accountable and respect the rules. I don't wish to make them up to suit my own purposes. Nor do I wish to flout them. If I do good work you keep me on, if you're not happy you get someone else in my place. That was it. I was elected two years ago, I still have two years to go. I was also re-elected to the FIA, with no constraints. By the 60 countries represented, not by phantom republics!"

When do you plan to quit?

"As soon as I feel my intellectual powers waning. I'll be the first to let you know."

What will you give up first? FIA? FISA? FFSA (the French Federation)?
"The FFSA in all probability. I've been its President for 16 years. And on top of that, being President on the world level is so exciting..."

Enough to make your head turn?

"Yes, but it hasn't gone to my head. What I like most of all is to be present at a briefing, see that class of 26 serious, attentive drivers. What I like is having created a climate of confidence. And being there at the start of a Grand Prix when there are no accidents. What I find fully satisfying is to receive a letter from a driver telling me I saved his life through my efforts towards greater safety. And a lot of them do it. That's why, sometimes, I lose my rag with unthinking drivers who are capable of turning a whole Championship upside down through their own stupidity."

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FANCY FOOTWORK



BY TIMOTHY COLLINGS

Michele Alboreto's enthusiasm for the future of the all-new Footwork Arrows Racing team literally swept Jackie Oliver off his feet in Tokyo earlier this year. The Italian, revived by his move to the Milton Keynes-based team, had just heard for the first time the news that Porsche were to supply their new V-12 racing engine to his team in a four-year deal.

"He was just standing there back stage when Wataru Ohashi made the announcement," said Oliver, who has retained the title and duties of team principal and managing director of team Footwork Arrows following the team's outright purchase by the Japanese Footwork Corporation. "He knew nothing about the Porsche deal and it was the first time he had heard of it. 'He has a contract to drive for Arrows for only one year too and the Porsche is not likely to race until 1991. But he was really enthusiastic about it. Remember, Arrows have a reputation for sticking with their drivers. He was excited. He just picked me up bodily - right off the ground - in his enthusiasm. That's how high his motivation and enthusiasm for the team and the future is now. And I can say it does rub off on you!'"

Alboreto's bear-hugging antics in Japan last winter epitomise the new spirit of a revived and hungry-for-success Arrows team. With new owners, new backing, new drivers and a new racing and development programme all housed in one of the most modern, spacious and impressive facilities currently in use in Formula One, the Footwork Arrows Racing team are full of optimism and enthusiasm.

The Porsche engine is unlikely to be raced in earnest until 1991 - although it may be seen at the Japanese and Australian Grands Prix this year if testing progress permits - but its impending arrival in the F12 for next year's championship coupled with the backing from the Footwork Corporation has had an intoxicating effect on the morale of the 13-year-old team still in pursuit of its first Grand Prix win. "We have a stronger programme in 1990 than ever before now that the Footwork Corporation has acquired the team," said Oliver. "Our scope of operations has improved again, but this will be a year of consolidation before we really start looking for victories and championships."

"We shall be using development versions of last year's A11 car - type-named the A11B - and we hope that we will have consistent performance rather than the peaks and troughs

experienced last year. As well as improving the performance of the car, we are also aiming to improve its reliability. And with two new drivers of the calibre of Michele Alboreto and Alex Caffi, I think we can hope for reliability and consistent top six performance."

It was a winter of big changes for Arrows, acquired by the Footwork Corporation, part of the Ohashi Group of Companies, on December 20 last year. Former owners and team founders Oliver and Alan Rees are now directors and they have been joined by Yoshihiko Nagata, representing the Footwork Corporation, and John Wickham, as project manager and director. Ross Brawn has been replaced as chief designer by James Robinson, two new Italian drivers have arrived to replace old favourites Derek Warwick and Eddie Cheever and the team's new technical centre is being fully equipped to a level which will eventually put it on a par with any other at the forefront of the business. For Oliver, a highly-successful driver in his own right during the 1960's and early 1970's, the frustration of seeing his own team struggle to keep pace with the leaders has been replaced by an ambitious belief that with the Footwork backing and the Porsche engines Arrows can challenge for the very top. Arrows have, incidentally, retained the backing of faithful associate sponsors USF&G and Camozzi.

"The Footwork Corporation is serious in its long-term commitment to Formula One and Mr Ohashi knows just what he wants to achieve within the sport. Fifth or sixth in the Constructors' Championship may be the best we can hope for with our package this year, but once we've proved to be consistent performers we shall be in a better position to assemble the elements for what we want to achieve during the next half decade to be regular winners."

Oliver admitted he had received several previous offers to sell off parts of Arrows to prospective partners, but had never shown any great interest despite the financial pressures of running a Formula One team.

"I'd been approached by many people, many of them wanting a part of the team for the wrong reasons," he said. "They liked the industry and wanted to go to the races... but they were not willing to share the real responsibility needed to achieve objectives. I was only really interested in someone who wanted to meet my objectives and share them - that is to win races and to win the championship."

"And I still wanted to be part of it all. I knew I was not finished with Arrows and I wanted to stay around. I told everyone the same, including Footwork after our first initial approach, and I did not really expect to hear any more. But I think the things I said were what Mr Ohashi wanted to hear and he came back and invited us to go to Osaka."

"When I got there I found he wanted what I had to sell - and that always makes things much easier. He wanted success and he wanted someone to run his company for him. He had the connections and the buying power and the willingness to shoulder the responsibility should I not be able to deliver my part of the bargain. We had the perfect basis for a 100 per cent sale of the company and it all moved very quickly."

"John (Wickham) came to me some time in early October and by the end I had signed a letter of intent and it had been announced at the Japanese Grand Prix. We managed to meet the deadlines of December 20 for the formal acquisition after that."

"Our relationship is based on performance on both sides and I know if I cannot deliver it will come to an end but if I do deliver he will back me up. Now we have got the ingredients and we have to do our best to make the results come. We have got good backing, good drivers who will get better - and we will get better drivers next year if they don't - next year, Porsche engines and a good design team." Oliver, relishing the opportunity to concentrate on team management and leadership without distractions, said the team would be running an intensive test and development programme alongside its racing programme this year. He admitted he hoped to see a

Opposite: New man at the top: Wataru Ohashi
Above: Recent highpoint - 3rd for Cheever in one 1989 race
Below: New driver, old livery: Alboreto testing at the end of last year



chassis modified to track-test the new Porsche V-12 by mid-season and ready to "run at the last two races this year."

"We have no chance of winning races this year and will be aiming for consistency with the existing Ford-powered A11B's before getting into it next year. "But with regard to the Porsche programme, we will need to find additional help for the design work and it is in this that I admit to taking a leaf out of Ron Dennis's book and to looking to have an integrated design department working together as a team and not as separate individuals on separate projects."

"I believe the days have gone in Formula One motor racing when you have a prima donna designer who is responsible for everything. Specific



projects will be done on a co-ordinated basis from now on. Yes, Ron Dennis is a good model to follow. He is so successful. He has organised and motivated his work force in a way which is new to Formula One and if you do not try and do it better than him then you have no chance of beating him."

Oliver believes Footwork Arrows have the potential to challenge Marlboro McLaren. "We have equal square footage here and we have equal if not superior presentation. In engineering and the technical departments, we are only lacking in experience at the top level. I would say our standards now are higher than they were at McLaren when Ron took over. And our exclusive deal for Porsche engines is an indicator of that."

For Oliver personally, the deal with Footwork has brought some peace at the end of an often-testing 13-year development of Arrows. He admitted he sometimes felt it necessary to abandon ambitions because survival instincts and prudence dictated an alternative policy to the one which might have led more directly to success on the track.

"Not to have done so might have meant the company would be bankrupt and there would have been no future at all. Unfortunately, it meant performance dropped off and motivation went down too. But this was not our sole reason for lack of success. Now I don't have to switch off the budget anymore. I can say 'It's your turn now, mate' and leave it."

"I much prefer to arrive home in the evening worrying about getting fired because I'm not doing a good job, but knowing that I can solve the problem rather than worrying where I am going to get the next buck from after I've

already made 50 phone calls and the bank is talking about stopping the cheques."

With the Footwork Corporation behind the team now, Oliver knows he has the backing of a vast rapidly-growing group of companies keen to take advantage of the marketing opportunities unique to team ownership in Formula One. It is a path already blazed by Benetton and now Footwork, primarily involved in sophisticated road haulage work in Japan, but spreading and growing quickly, hope to benefit from much the same form of success in motor racing.

Among the Footwork Corporation's many interests are domestic and international freight operations, wholesaling, retailing, hotels, real estate development, construction, machinery and chemicals manufacturing and restaurants in London, the Zazou in Charlotte Street, and Hawaii, the Papadone.

One of their most interesting and unusual, however, gives a rich insight into what makes the company tick - the Gourmet Express. This is an imaginative service through which Footwork utilises its international and domestic delivery network to ensure the rapid delivery of special gourmet items of food from their source to customers economically and quickly. Two of the chief items of gourmet food transported by Footwork are Yubari melon and fresh salmon both of which formed a large part of the specialist gift market for the company in 1989. It is these sorts of specialist consumer delivery services which the Footwork Arrows Racing team will be marketing this year and in the future as Footwork's chairman Wataru Ohashi begins taking the first steps on his Formula One odyssey.



Above: The brains replacing Brawn: chief designer James Robinson
Below: New drivers, new livery: Alboreto and Caffi outside the Arrows facility

Who's Who 1990

Wataru Ohashi - Chairman of the Footwork Corporation and owner of the team.

Jackie Oliver - Team Principal and Managing Director

Alan Rees - Team Manager and Director

John Wickham - Projects Manager and Director

Yoshihiko Nagata - Director, representing Footwork

James Robinson - Chief Designer. Takes over the role after only one year as chief engineer. A graduate in Mechanical Engineering from the University of Leeds, he joined Williams in 1984 as research and development engineer and moved into car design before becoming race engineer to Nelson Piquet and later Riccardo Patrese. He joined Arrows in 1989 and worked with Derek Warwick last season.

Paul Bowen - Chief Engineer. A graduate of Aston University with a degree in Mechanical Engineering. Paul worked at British Aerospace and Marconi before joining Arrows in 1987.

Alboreto and Caffi - New drivers for the 1990 season.

Alboreto - Italian driver, former Formula Two champion, joined Arrows in 1989.

Caffi - Italian driver, former Formula Two champion, joined Arrows in 1989.

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FORMULA 1

FACT FILE

TEAM ARROWS

Founded in 1977 by Jackie Oliver, Alan Rees, Dave Wass, Tony Southgate, formerly involved with the Shadow team. Oliver and Rees are the two remaining founder members, the team having recently been sold to Japanese company Footwork.

Highlights: One pole position at the USA West Grand Prix, Long Beach 1981, claimed by Riccardo Patrese, who also led the race for almost 25 laps. Arrows' best points haul in the Constructors' World Championship came in 1988, when they finished 4th thanks to the efforts of Derek Warwick (7th=) and Eddie Cheever (12th).

Historical notes: The first season for any Grand Prix team is always difficult enough, but the 1978 season was complicated for Arrows by litigation with Shadow, from whom the new company's founders had defected. Main point of contention: Tony Southgate's first design for an Arrows Grand Prix car, the FA1, alleged to plagiarise his own work on the Shadow DN9. As if that were not enough, the man designated Arrows' number one driver, Sweden's Gunnar Nilsson, contracted terminal cancer.

Italian Riccardo Patrese stepped into the breach, made his debut for Arrows in Brazil, finished 10th and went on to score 11 World Championship points - the same number, coincidentally, as future World Champion Alan Jones. 2nd at the Swedish Grand Prix was the highlight of Patrese's year. France 1979 was a notable date in the history of Arrows when the A2 made its debut. Generating staggering downforce as a result of protracted wind tunnel testing, the striking machine was, sadly, over-bulky and ineffective: for the

second year in succession, it was back to the drawing-board...

After an unsuccessful 1980, pole at Long Beach was a welcome tonic, and Patrese's third place in Brazil was followed by second at Imola - only for this impressive momentum to be ruined by the return of Goodyear to Formula One, the subsequent withdrawal of Michelin, and Arrows' failure to secure an effective supply of tyres for the rest of the year.

By 1982 Marc Surer was spearheading the Arrows campaign, but the spotlight in 1983 fell on another, more famous name: that of former World Champion Alan Jones. AJ drove in only two races, Long Beach and the non-Championship Race of Champions at Brands Hatch, but some of that Aussie charisma undoubtedly rubbed off!

Another newcomer in 1983: Belgian Thierry Boutsen, who made his debut at his home race at Spa and would stay with the team for the following three seasons of turbo-dominated Formula One racing - none of which brought much joy on the track, despite the immense horsepower eventually generated by the BMW turbo unit.

Despite Delboy's efforts, Arrows' F1 campaign has never really caught fire...

For 1987-88, Arrows enjoyed the use of Megatron turbo-charged engines, as well as the services of two of Formula One's most popular drivers: Derek Warwick and Eddie Cheever. Their second year together was the most productive of a partnership that lasted until the end of 1989: Cheever was third at Monza, 6th on two other occasions, while "Delboy" chalked up four 4ths, two 5ths and a 6th. A promising start to 1989, when the Ford-powered Arrows in Warwick's hands charged to 5th place in Brazil, was slowly but surely eroded by lack of testing miles and other factors, and Cheever's third place in his native Phoenix flattered to deceive.

Both men have now moved on, breaking up Formula One's longest-standing driver pairing, and allowing Italian duo Michele Alboreto and Alex Caffi into Arrows cockpits for 1990. The team has also undergone a change of ownership: will the backing of Japanese giant Footwork - home delivery specialists - bring home more success to an outfit now enjoying superb new premises in central England?



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IN THE MARKET PLACE

SPEED COSTS. HOW FAST
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By Byron Young

As he talks W. Duncan Lee draws on an endless succession of the pale white Camel cigarettes his company manufactures. "It is fairly well accepted all the way to the top level of management in R.J. Reynolds now that Formula One is a valuable marketing tool and we need to be there," he says. As the company's Director of Sponsorships and Promotions it is his job to oversee the company's annual 'investment' in Formula One, said to be something in the region of \$15 million. A figure Lee would never confirm or deny. "After we sponsored the World Cup with Camel in 1986 we felt we needed to be involved in a sport where we could be directly identified with the action the fans were interested in seeing, rather than on sign boards around the pitch. After a six-month research project into just about everything we could think of, keeping in mind we wanted good television exposure, good media following and strong interest from a majority of markets that sell our Camel brand, we decided in the Fall of '86 that Formula One was the best place to be - albeit the most expensive." Further investigation pin-pointed Team Lotus and, "just by coincidence", says Lee, John Player Special ended their long-running relationships with the team. "It was a little bit more as far as funding went for the first year but they had a very attractive package with the Honda engine, Ayrton Senna as the number 1 driver and the active suspension package, so we got involved." In fact, if rumour is to be believed, RJR started

spending annually something close to what they had been spending every four years on the World Cup. At the same time Camel decided to honour a relationship with Bob Tyrrell who had been in contact with Reynolds as early as 1985. There was never any doubt that RJR had the financial clout to make an impact on Formula One. In 1987 RJR and its sister company, RJR Nabisco employed more than 125,000 people worldwide, selling 50 cigarette brands in 160 countries - with unit sales approaching 90 billion. That first year turned out to be remarkably successful - in fact they were spoilt. By the second round in San Marino Senna had catapulted himself on to pole position. And R.J. Reynolds had barely dug into their first million when a victory came along at Monaco. What must have been sweetest of all was that it was in the Marlboro heartland of Monaco... in Marlboro Country. Lotus, aided by the revolutionary active suspension system, repeated the feat in Detroit. It was double delight for the American company. Tyrrell did their bit too, winning the non-turbo drivers' championship and the associated constructors' trophy. The effect the distinctive yellow colour had on Lotus' old sponsors - the beautiful black and gold of John Player Special - was even more remarkable. "We expected residual exposure from the previous Team Lotus sponsor which they had had for 17 years. That didn't happen. They disappeared almost immediately and we made a very fast and highly impactful entry into For-



Camel will turn their backs on "local" deals.

mula One. From the research we did with our consumers we have to say it was an unequivocal success." But did it combine easily with the company's existing sponsorships? "Formula One brings some elements that we don't get from some other areas although Paris-Dakar and Camel Trophy are closer to the core of the Camel image. It is a mix within a marketing strategy of our tools; broadcasting, advertising, consumer promotions, in-store promotions - sponsorships is just another." It had always been RJR policy to have one 'all-yellow' team. "We get fairly intimately involved in team strategy and decisions because we feel the team obviously has the technical expertise to run a racing team but sometimes their objectives may not coincide with ours." While RJR say they are in Formula One long term, other sponsors have come and gone. "I think the main reason they go is because they don't have a clear-cut strategy and they don't have the personnel and expertise in the sport to know exactly what is going on," adds Lee.

Year two (1988) saw the spread of RJR's colours to the Benetton drivers, the Larrousse team, Gabriele Tarquini, Derek Warwick and Philippe Streiff. "That was done to make a stronger impact in our various markets basically by sponsoring drivers through patches on their overalls," said Lee. By 1989 the drivers' sponsorships had spread again to include the AGS and Minardi pilots. Whether it was wise marketing or plain good luck the 'affiliate' sponsorships were a valuable crutch during the bad times at Lotus. "I will be in unending debate with our local managers because they say the majority of exposure was from their local driver. In the short term I can

understand that. But in the long term if our major sponsorship is with a team which is winning races - or at least challenging for victory - the exposure will be at a higher level. This year what you will see is a much more focused effort on the main team and much less on the other teams. But it is difficult to find a team that has all the various elements, car, designer, driver, engine etc in strength - and available the way we want to do it - as a primary sponsor. And if you don't have those elements you have to work with the team owners and management to make them the best - there is no quick, easy solution." As a relatively new arrival in Formula One Camel have been partially responsible, if only indirectly, for the escalating costs. "Unfortunately you end up paying what the market calls for. You could never get sponsors meeting to 'fix' prices for things like drivers' salaries. A top

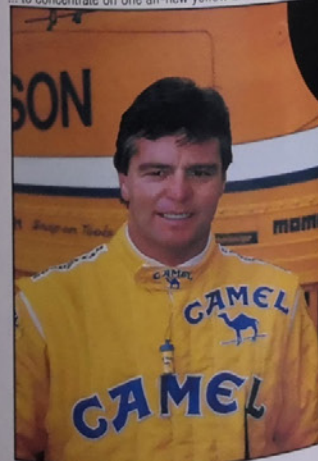


...and take their nose out of other people's cars...

sponsor is always going to pay more if he has to, to get a top driver. "Where it can get out of control is when two drivers' salaries make up somewhere between 30 and 50% of the total running costs of the team," added Lee, perhaps making a reference to the \$5 million Nelson Piquet was rumoured to be earning when he signed a two-year deal with Lotus in late '87. With a large slice of finance committed to a driver's salary and Honda walking out the door in 1988, Lotus and Camel were stuck between a rock and a hard place. Things had to change: Gerard Ducarouge, the Technical Director, was the first to go at the end of '88. Peter Warr and Fred Bushell followed six months later, the week before the 1989 German Grand Prix. "I don't think you could say we had a hand in that,"

says Lee guardedly. "We expressed to the owners that we felt it was not on an upward curve of progression and we felt there needed to be some acts to show us that the team was willing and able to progress and start becoming successful again. After that the team did make the personnel changes and we feel that things have been moving in the right direction ever since." There was even the possibility that RJR might buy Lotus. "We didn't really consider owning Lotus in any serious way. It had been discussed that maybe we could have more control but we are not really in the racing business, we are in the cigarette business. Actually we are in a stronger position as a major sponsor than we would be as an owner," said Lee. The implication was that the ability to change teams at the end of the contract was worth more as an implied bargaining tool than the power of ownership could ever endow. Lee is pleased with the Lotus 'package' for 1990: Warwick, Donnelly, Dernie, Manwaring and Lamborghini. He is unrepentant about the singularly English feel of the team. "Our major priority in choosing drivers is talent," he said. "Everything else is not insignificant, but it is secondary." And he is guardedly optimistic about the future. "The plans Lotus have in place will make '91 an interesting and exciting year for them and therefore for Camel. I cannot say much more about it at this point - they are just plans and a lot has to be put in place before they come about." Was there a single lesson Duncan Lee would pass on to a new sponsor entering Formula One? "There is a sign that hangs in Banjo Matthew's workshop in Ashville, North Carolina, which says 'Speed costs - how fast do you want to go?' he said and puffed on another cigarette.

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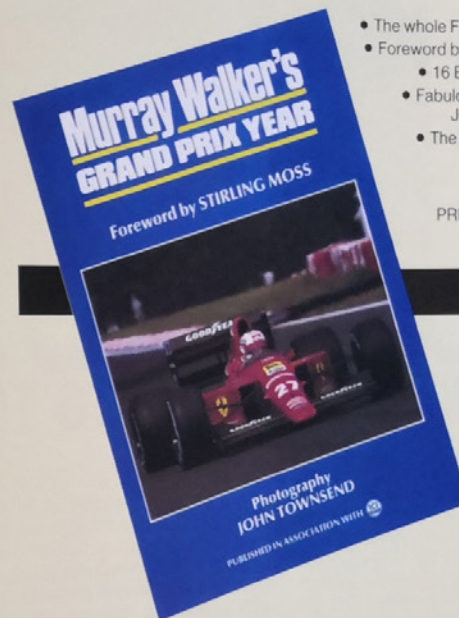
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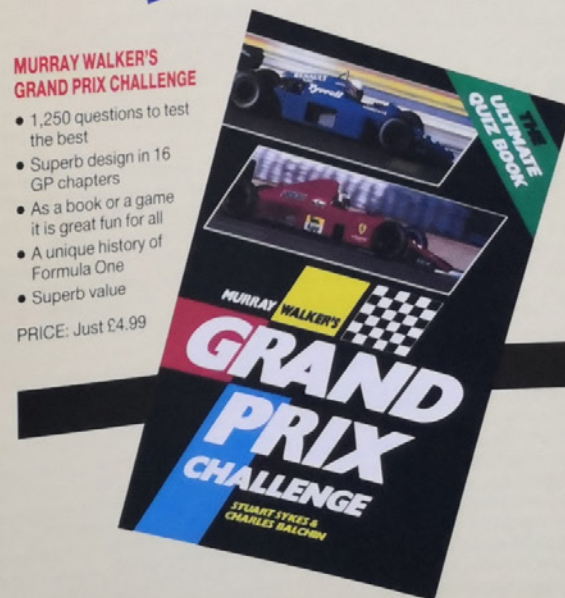
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OUTSIDE LOOKING



EDDIE JORDAN ANDY SMITH TALKS TO THE MOTIVATOR

There is still more than a trace of the banker and accountant about Eddie Jordan. The dark framed spectacles and the neatly cut curly hair; the smart business suit and the well polished black shoes. But a moment's conversation is enough to convince that this really is Eddie Jordan, racing team owner and manager; a former student dentist who preferred accountancy; a former Kart and Formula Three driver who longed to be the Formula One World Champion.

Sometime ago now, in 1980, he decided that he was not about to realise his dream and the choice was simple - continue in motor racing running a team, or go back behind a desk in the bank of Ireland in Dublin.

The desk he sits behind now, in his office above the workshop in Silverstone, is certainly less corporate than the one he was guaranteed if he returned to commerce and high finance, but then he rarely sits behind it for long - a desk is merely a prop for the Jordan phone that rings so incessantly. Life and work are inextricably intermixed for Jordan. His drivers call by at his Oxford home with presents for his four children. His workforce is an extended family though he emphasises that motor racing is "as much as a business as a sport. Without success we don't stay in business, I have commitments of several hundreds of

thousands in wage bills of families who are directly or indirectly relying on me to fund their living standards. No business which is unsuccessful keeps its doors open for long!"

Usually the ambitious Irishman employs democratic methods within his organisation. Some racing teams lay off their employees through the close season. Not EJ. "We find it easier to keep the right people all year in the right environment."

Jordan, a natural talker, may not be the best listener, but he insists he operates freedom of speech at EJ. "They can tell me where they think I've screwed up, demand to know what the financial position is. They don't like it when I won't tell them who the drivers are but there are some times when I have to keep my mouth shut, even though I don't like doing it."

Like most Irishmen, Jordan has a real flair for telling a good story. His latest is the one he has been wanting to tell for a decade. "We are going into Formula One next year, and we are going in because we are ready for it. The majority of the people here are committed to Formula One. We didn't move out of Formula Ford until we'd won and we didn't move up from Formula Three until we'd won races and championships. We didn't think about going on from Formula 3000

until we'd won races and the title. We've done all that now and we're ready for Formula One."

EJR won the Formula 3000 team prize last year with Jean Alesi taking the drivers' championship and both Alesi and Martin Donnelly debuted in Formula One with Tyrrell and Arrows. In 1991 Jordan is set to follow his drivers' well-trodden route. "Since we started racing in Formula Three, 27 of our drivers have competed in a Grand Prix. Some have been more successful than others but I've just been pleased and honoured and proud of the fact that we've been associated with them."

EJR will not be seen in Formula Three in 1990, the effort will be channelled into Formula One. Preparations are well advanced, designer signed, design system in place, a scheduled date of production of the first car and various commercial and technical situations are being pursued: "For example, we need an engine!"

The man who once dreamed of being the Formula One World Champion now wants to be the next Ron Dennis. "I don't underestimate the job: it's one hell of a thing and could take a huge amount of years and there could be another Ron Dennis then with another team! But I find it difficult to believe that Ron will go on maintaining his motivation year in, year out. He's obviously interested in building a road



Looking serious about F1: Mr Jordan

car and that's an exciting project for himself and Gordon Murray. Don't get me wrong, I'm not saying that cracks are appearing in the racing team or anything like that, but Ron's had all that success over the last number of years, with the high standard of performance and professionalism so in some respects it must be getting easier to do the job and in some respects harder. It must have been disturbing to have gone through the changes in design staff they've had there recently, adding to the unsettling effect of driver confrontation between Prost and Senna."

Jordan purports that, given the choice, Prost and Senna is the combination he would have suggested as the ideal: "But the atmosphere at McLaren went sour during 1989 and it permeated through the rest of Formula One. In Formula 3000 Jordan paired the highly technical Martin Donnelly with the natural talent of Jean Alesi and the team realised that Formula One was only a step ahead. "I thought we had the best of both worlds in Martin and Jean in 1989 and they both deserve to be in good Formula One teams. My main aim at this time last year was to win the Formula 3000 championship

and get both drivers into Formula One. My aims this year are the same plus producing a neat, under-the-weight-limit, tidy, effective Formula One car - and we're going all out to achieve those aims. My brief to the designer is, 'Please have the car ready on time', because traditionally EJ's cars have come out of the box very strong. We get our orders for engines and chassis decided early so that they can get delivered early and we can do the maximum amount of testing pre-season. Then if you start off well it's easier to keep it going. If you start off badly, it's easier to rectify the problems you have."

Jordan's exceptional organisational ability has always been one of his strengths. In some managers in whatever field, attention to detail has often meant a finicky concentration on matters of little import resulting in a waste of time and efforts. The banking and accountancy background has served this Irishman well. The rest has been achieved by his own strength of character.

"When we go prequalifying we're not going to be just going through the motions, just having turned up because we have to, that would be so

frustrating. We're not going into Formula One saying 'Hey, this is a dream! Boy! Let's have a good time! We're going in there to get recognition, to be a strong long-term member of the Grand Prix scene, one the existing members will be happy to welcome as serious and justified members. There on merit, not here one week and gone the next."

Left long behind are the days of living in a one-bedroomed flat in Banbury with his wife Marie and small child, cycling to work; being one of only seven cars on the Formula Three grid at Cadwell (even if three of the cars were driven by Ayrton Senna, Martin Brundle and Davy Jones). The ambition to be in Formula One has all but been achieved - though it has taken longer and the direction of approach is slightly different than originally mapped out and there are still hurdles to overcome. Drivers for instance. "I am very loath to change away from drivers we've had with us before. They know what to expect. There's a whole group of them that have been here, we've got enough to choose from, but whether they'd want to come with us is a different matter. But we would hope that we are in a position where we can make the choice and it's not geared to funding, that would be upsetting. If we can take the drivers for the right reasons, based on what we believe ourselves, that would be the ideal. When a driver is providing the funding it can put a damper on the various different types of relationships that might occur. It's not the situation within the top teams in Formula One where the team is responsible for funding and they choose the driver. That's the ideal that we currently adhere to and would want to adhere to in the future."

In some ways the tasks facing Jordan now are similar to those he overcame

"I don't underestimate the job: it's one hell of a thing.. and there could be another Ron Dennis then..."

when he started out in the management business - finding the finance to run the type of team he wants. But the Eddie Jordan of the 1990's is a better prospect for would-be backers than the Eddie Jordan of the 1980's; no signs of the cycle clips now for the trip to the office, though some things are similar

- there is another six-month-old baby around the house and, compared to domesticity, Formula One should be plain sailing. "There are different kinds of problems in Formula One. On the commercial side the figures are wickedly outrageous. It will take me a long time to sort out to the levels that we want. We will be running in the back sections because of small problems like - engines! But once we are able to show that we are serious then the deals and the engines will come, I'm sure of that. If we can achieve our priority of getting the car to be reliable, to run and run and run - then if we qualify we'll be there at the end. I just hope to win as much as Ron Dennis. But first we've got to learn our trade."

The phrase was so familiar, but it took a little time to place it. "Learn our trade." Try again with "We've got to learn our trade, young man." Brian Clough. And the similarities do not end with phraseology.

"I wish I could be as hard as Brian Clough. I'm a fan of his. I think England would be better off with him than Bobby Robson." Jordan knows his sport; he played decent golf until karting overtook him; enjoys football - he will be in Sardinia for the World Cup game between Ireland and England in the summer, cheering naturally for Ireland. "I think Ireland and Jack Charlton are the perfect gel." Talk of anything and the emphasis will soon settle on management. "Charlton is a hard, fair and tough man who keeps respect through winning. We're winners too. We've won more races in Formula Three than anyone else, though Dick Bennetts won more championships, we've won more races than anyone else in Formula 3000." There is no element of the braggart in Jordan, just statements of fact. Like Clough and Charlton, the man is too single-minded to spare time boasting of his exploits and the people who work around him must be of a type as well: "Drivers and technical staff must be diligent, uncompromising and dedicated to winning."

That, it must be underlined, does not mean dull. Seeing Jordan in rapid-fire conversation in the Silverstone 'canteen' illustrates that anyone without a love of life would soon fight shy of this character. Without being overly friendly he exudes a genuineness that is rare these days; comparisons with a football manager could be regarded as an insult, but Clough, especially, is renowned as a great motivator, with an uncanny ability to turn an ordinary player into a good one, a good player into a great one. Like Clough, Jordan sees what others have missed and using a series of motivation techniques produces a winner. "I've never studied motivation though it fascinates me.



Less serious days - Eddie the driver in '79

"I just hope to win as much as Ron Dennis."



Starmaker: EJR put Martin Donnelly in the limelight

I think that if I'd had a manager like me when I was racing then I'd have been better off. It's very hard to motivate oneself and easy to say, 'I'm going to put off jogging or doing my press-ups till tomorrow.' If though you have someone there saying, 'Do it now, it's for your own ultimate gain', you are more likely to get on with it. Self-motivation doesn't come naturally to most people, they have to be led to the water and told to drink."

Whatever the motivation, the effect will be inconclusive if the atmosphere and the environment are wrong. Drivers of whatever nationality have come to appreciate Jordan's friendliness and hospitality and therefore not resented the criticism when it comes. "I think back to Coventry winning the Cup final in 1987 - they beat Tottenham in a fantastic game. They were the underdogs but the motivation came from the management. Two former players, George Curtis and John Sillett, had come back to the club. They knew the game and created a family-type basis at Coventry. The game was the ultimate for them, they drew on all their resources that day. Now we don't have a Cup Final - we have championships where it's not all on one race alone, so it's a slightly different technique. You could probably report what Jack Charlton says to his players but you could never report what I say to my drivers sometimes. First though I've put a very large emphasis on them being totally comfortable in their environment. They have to know that they have been chosen because we think that they are capable of winning and that in the end winning is the only thing we can accept."

Jordan's sometimes stern attitude to his drivers no doubt stems from his own thwarted racing ambitions. He admits that in 1972, when Irish Kart champion heading for Formula Ford, he only gave up 'certain social activities.' Total dedication was not a factor at the time. When he decided to quit eight years later at 30, not only age was against him, but also a determined pack including Prost, Piquet, Johansson and Alboreto. Drivers in Jordan's charge are not going to miss out on Formula One through any fault of his. Friendly environment it may be at EJ, but step out of line and the strict disciplinarian emerges. "Drivers sometimes have to be reminded that if they make silly moves that they wouldn't get away with in Formula One, they won't get away with them here. It's better to learn now before it costs them a Formula One drive. I encourage freedom with responsibility but abuse either and the driver suffers. So I operate a system of fines. If they crash or bring their team mate off they know it is not acceptable. The fine



Past and present beneficiaries of the Jordan Magic: Dumfries...

is a deterrent, but not to stop them going quickly! 99% of accidents happen because of genuine mistakes. The fines are based on a sensible appraisal so that no one can walk in here, throw his weight around willy-nilly, crash everything in sight and get away with it."

The three strands of Jordan's approach to motivation - atmosphere, encouragement and discipline - have been put to most use in recent years to the benefit of Johnny Herbert, Martin Donnelly and Jean Alesi. All three debuted in Formula One last season, the Jordan drivers' academy's finest year, but they all needed attention by the Jordan method before they were ready to progress. Donnelly was in Formula Three, having gone off the boil through staying in one formula too long. When Johnny Herbert arrived at EJ, "he'd won the Formula Ford championship and very little else. But he won his first Formula Three race and he was away. He'd found the inner confidence that's required and once he knew he could win in an international Formula like Formula Three it all came naturally to him. He has a real natural talent. There's an art to winning: learn how to do it and suddenly it's not difficult, but when you haven't done it, it's a mystery."

Jean Alesi drove for ORECA in the 1988 Formula 3000 championship. Third time out he made second place at Pau, but then took only five more points all season. Something was wrong. Eddie Jordan was certain it was not only the driver: "We'd seen him win the French Formula Three championship in 1987 and we knew he wasn't as bad as he looked in 1988.

He needed to get out. When we asked people about him they said he was no good, too much aggro, the Italian background made him headstrong - if we'd been sucked in by all the misconceptions we'd heard about his character where would Jean be now?"

Alesi joined Jordan and began with a difficult race at Silverstone, followed by a lacklustre performance at Vallelunga. "He crashed, and he'd been pathetic in qualifying. I had to put him straight. Next race at Pau he won and then there was no stopping him. He was like a man born again - same eyes, same hair, same skin but a different



... and Alesi, leading team mate Donnelly at Pau

person. In those one-and-a-half hours he'd changed his personality. That was less than a year ago. Consider him now - Formula One, Driver of the Year! It must be like a whirlwind to him. He must be waking up and thinking, 'Am I dreaming all this?'"

Jordan insists that the credit is Alesi's. "The talent was always there. All we did was get it out and it came out at Pau; that aggressive inner confidence that every driver needs. He did everything we asked of him. He gave up everything abroad and came and lived near me in Oxford. He learnt English. He did it all himself. You know one day I'll get around to writing a book and there'll be one chapter of it devoted to Jean."

A busy fellow this Jordan, then, if the future is to be writing books, becoming the next Ron Dennis while remaining the Brian Clough of motor racing, unearthing new talent, chasing backers and still being the family man at home. There is a huge amount of warmth around EJ and most of it is generated by the top man, without anyone doubting his determination or ability. In the Silverstone 'canteen' he laughs and jokes easily with John Watson and Richard Lloyd, two of the men who did not graduate through the Jordan school. But so many did - the walls at EJ are covered by pictures of them: Senna, Capelli, Johansson, Brundle, Lammers, Pirro, Dumfries... Add the latest trio - Herbert, Alesi, Donnelly, and prepare for more: after all Brian Clough has been turning out top class players for 25 years. As Jean Alesi said "In 1989 I did not drive any better than in 1988, but mentally I was different." That's Eddie.

BIG MAN IN A SMALL WORLD:



ALAN JONES

BY STUART SYKES



Opposite: Sweetest of victories: AJ beats the pride of France, 1980
Above: First time out: Jones, Hesketh, Spain, '75

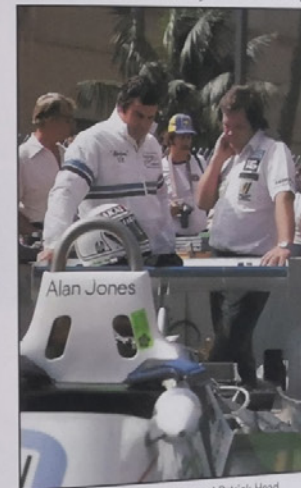
The first question to ask about Alan Jones is - would you buy a used car from this man? For a second-hand car salesman is exactly what Mr Jones, son of Australian driver Stan Jones, used to be. Not that there was ever any doubt he would prosper as a racing driver, but when he went to England in the early Seventies to further that particular ambition, flogging vehicles which in today's marketing vernacular were 'pre-owned' was a necessary sideline to keep the wheels on his own career up through Formula Three, Formula Atlantic and on towards the pinnacle.

In fact a second-hand car is precisely what Alan used when he made it into Formula One racing in 1975. An ex-works Hesketh was the vehicle for his entry into the top bracket, starting in the fourth race of that season in Spain. The 308 qualified 20th, 3.3 seconds off the pole set by one N. Lauda in a Ferrari. It was a race to remember for the wrong reasons, for AJ: not only was there a huge row over the safety of Barcelona's Montjuich Park circuit, but his Grand Prix debut was curtailed on lap 4 when he spun out on oil dropped by Jody Scheckter's Tyrrell. No matter, Messrs Scheckter and Jones, from the far-flung former colonies of South Africa and Australia, were to go on to greater things in a very few years from then.

Four races with the pre-owned pretender were enough to convince Alan that his hopes of advancement lay elsewhere. When Rolf Stommelen was injured, the Lola-Hill team established by former World Champion Graham Hill called on Jones to fill the gap - and there was surely never a Grand Prix

driver better built to step into any breach! Four more Grand Prix starts followed that season, and the Jones name entered the record books for the first time for scoring 5th place in the German Grand Prix at the famous Nurburgring. Winner that day was Carlos Reutemann, later to figure prominently in AJ's career.

The winter of 1975-76 saw the demise of both Hesketh and Hill, the latter in the wake of Graham's fatal air crash. Alan Jones drove in 14 out of that 1976 season's 16 Grands Prix for another great British name, Surtees, whose new TS19 appeared in time for the South African Grand Prix. It was not until the next round, though, that Alan appeared in the second new car, at a new circuit: Long Beach, venue for the US Grand Prix (West). It seems so appropriate, somehow, that a man with Alan's macho style of driving



Brilliant team work between Jones and Patrick Head (right) was the key to their Williams success

should hit Long Beach in a projectile bearing the name of Durex as sponsors...

There was little else to command the attention in the car's on-track appearances that season, but Jones stole much of the limelight in the non-Championship Race of Champions by finishing second to the man who would wear the Formula One crown that season, James Hunt.

Two seasons of low-powered apprenticeship behind him, the Jones boy in 1977 was ready for higher things. Sadly, the opportunity arose through the death of one of Britain's brightest prospects, Tom Pryce, killed in a needless accident in the South African Grand Prix. So Long Beach was again a significant venue for the Australian, stepping in to replace Pryce in the

Shadow team. Just over four months later, on August 14, 1977, Alan Jones won the first of his 12 World Championship victories.

Qualifying a lowly 14th for the Austrian Grand Prix, Jones, after practice sessions plagued by engine trouble, set about the field in the style that would soon be world-famous. By lap 16 he was an astonishing second behind reigning World Champion Hunt's McLaren. Mechanical failure then also lent a hand to the Jones cause, Hunt's engine expiring 10 laps from the end to leave Alan and the Shadow team with their first-ever Grand Prix success. There were five other points finishes in the season, notably a third at Monza, and Mr Jones had well and truly arrived.

Next port of call: the team that was to make Alan Jones Champion of the World. In 1978 Frank Williams began his own major assault on the Grand Prix citadel; reforming his team in the wake of the Wolf debacle, he had a new car, the FW06, penned by Patrick Head, renewed support from Saudia Airlines - and the driver he sought was Alan Jones.

If 1978 was a relatively unsuccessful year - 11 points as compared to the 22 he garnered in his Shadow - Jones was rewarded in 1979 with the arrival of one of the great cars in Grand Prix history, Head's FW07. These, remember, were the Lotus-dominated days of Andretti and Peterson, but at the British Grand Prix, staged at Silverstone, Jones put on an imperious display to claim pole position, recovered from the mild shock of seeing team mate Clay Regazzoni as early leader to barnstorm his way through and disappeared into the distance. Only



Long Beach '81: North America would be the scene of his last two wins



Above: But this - Austria, Shadow, '77 - was the first of the 12
Below: Ford Taurus, Adelaide '86

until lap 39: in coasted Jones, trailing smoke as a water leak triggered an engine blow-up. Little consolation, in a way, that Regazzoni went on to score the first Williams Grand Prix victory - that race, that whole weekend had belonged to one man and one man only.

Just 15 days later justice was done when Alan Jones stood atop the winner's rostrum in Germany. Although a commanding lead was reduced by a misfiring engine and a deflating tyre, Jonesy came home ahead of Regazzoni in the first-ever Williams 1-2. Further victories came in Austria, Holland, and Canada. The points system in place at the time meant that despite winning at Zandvoort Alan could not hope to take the title, Jody Scheckter's consistency since the season's start having put the South African almost beyond reach. The Jones commitment did not waver, and in Canada, with Gilles Villeneuve, he staged one of the memorable races of modern times.

Villeneuve, winner on home ground the year before, outgunned Jones from the start and had the Ferrari in front for 50 of the 72 laps, until Jones edged the Williams alongside in the hairpin on to the pit straight, they touched wheels and Jones came out in front. The fourth victory of that year was one of the hardest Jones ever took, as two out-and-out racers fought tooth and nail to the finish. For once - oh happy bygone days - the congratulations exchanged on the rostrum were quite genuine.

The momentum gathering at Didcot was now unstoppable, and in 1980 Williams took the Constructors' Championship with 120 points while 67 made Alan Jones king of the Grand

Prix world. He began as he meant to go on, taking pole position and winning in the first round of the season at Buenos Aires and accumulating five victories, none sweeter than at Paul Ricard in France. Relations between Mr F. Williams and the French were considerably less cordial than in these Renault-powered days, and AJ himself had been needled in the previous year's race at Dijon when accused of ignoring a yellow flag. Imagine his joy, then, when the Williams beat the Ligiers - French cars - of Pironi and Lafitte - French drivers - on France's showcase circuit...

Ambition merely fuelled by success, Alan was keen as mustard on retaining the title in 1981. Enter C. Reutemann, an unwanted new team mate in any case when he joined Williams in 1980, and one whose decision not to play dutiful number two in 1981 enraged the Australian. Enter also N. Piquet, another whose Latin tempera-ment seemed fated to clash with the



blunt honesty of Mr Jones, just as his Brabham had done with AJ's Williams in Montreal the year before, and now again in Belgium. Perhaps these feuds, an in-built intolerance of self-advancing PR people, and the sheer discomfort of driving ground-effect Grand Prix cars were too much for one man to bear. Whatever, the Jones retirement was announced at the Italian GP of a season that saw Alan notch the 11th and 12th victories of his career and lose the world crown by just four points.

Australian sun and steaks called irresistibly, but it was typical of Jones that his last race for Williams should bring an equally irresistible win. It just so happened that Messrs Reutemann and Piquet were slugging it out for the title, but Jones wiped the proverbial floor with them to win by 20 seconds and quit the Formula One scene on a high note.

Well, not quite: an unconvincing return in 1983 with Shadow was followed in 1985 by the arrival, all guns blazing, of Beatrice-Lola in the Grand Prix arena. Despite Ford turbo engines and all the outward trappings of a serious effort, the 19 races he drove for them yielded just two lowly points finishes in Austria and Italy. Fittingly, the great Australian's last Grand Prix was in Adelaide in 1986, since when he has devoted himself unflaggingly to the cause of Aussie beer - not least of all in his activities on behalf of Adelaide sponsors Foster's. Ten years on from his World Championship success, AJ is still driving hard in local Australian races, still capable of pungent insights into the Formula One scene - see his opinions on Gary Brabham's arrival elsewhere in this issue - and still one of the biggest men, in every respect, to wear the mantle of World Champion.

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HOME

Just three or four hours' sleep a night... breakdowns that mean spending days in lay-bys as well as thousands of miles on the road... Sad moments mingling with the happy times... Why do motor homers do the job they do? It's vital to the Formula One scene, and Di and Stuart Spires have been doing it for longer than most...

Contrary to popular belief shared by some racing personnel, we do not just arrive Friday, work three days once a fortnight and then go on holiday, but arrive on Tuesday evenings and then do not leave again until the Monday after the race - and then there may be three days driving to the area of the next race. Our average number of hours worked at the circuit from Wednesday a.m. to Sunday p.m. is around 80, with the majority being on Friday, Saturday and Sunday. We reckon in hours we work easily a year in 8 months, as do most mechanics, engineers and team personnel.

So, as far as guests and others who arrive on Thursday afternoons are concerned, you will always be there ready and waiting and there will not be a hint of the traumas which may have occurred. After all, quite rightly,

it's not their concern!

Have we managed to find the food applicable to the "whims of the week" even if behind the iron curtain? It is certainly always a case for thinking ahead; Marmite, Branston Pickle, Peanut Butter and Ryvitas are not widely available in Budapest, and it will always be your fault that the milk in Hungary is yellow, in a polythene bag and accompanied with lumps! Also you must buy bananas in Vienna as green as you can, to ripen whilst in Hungary and similarly with buying oranges, as these also are not widely available to the normal shopper behind the iron curtain. In our case we scour the shops for a well-known number one brand of Italian pasta, prosciutto crudo and parmigiano (I suppose you could say we are "Italianised" now).

With food in mind, just a few of many incidents involved a certain French "pilote" who insisted on a meat course one hour before the race (strictly taboo as far as the team boss was concerned). To cook steak secretly in a small motorhome was virtually impossible. The driver always said it helped him do well, but he never won!

Then there was a very English driver

who was required to stay in hospital after a race day accident and hated the food, so for three days we delivered sausage sandwiches twice a day and flasks of tea until he was discharged. Of course "Mom and Dad" have to do these things... A rather special sandwich was concocted for a certain driver's breakfast of French bread, layer of ham, then cheese, then strawberry jam. You should try it sometime, he's doing rather well at the moment!! Generally, what people who attend fail to realise is that you are in a mobile vehicle and there are many attendant problems which in time become an obsession.

For instance electricity at the circuits is always a problem and the usual query is "Why isn't the A/C working; what's happened to the T.V.; why can't the electricity cope with the coffee machine, kettle, fridge, ice maker etc.," let alone a fax, computer; it's always our fault, not the fact that there isn't enough wattage! When the surge comes after each practice session... yes, you've got it... just when everyone is there - it blows, and you will then hear the familiar drone of "The Generators". No... not a band, but the thing we all have on standby to save our



Di and Stu swear this is not how they started out!

skins from the wrath of the boss and guests who will always expect their teas, coffees, T.V. etc., no matter what. The other major weekend worry is "tanks", items which do not even raise a glimmer of interest from "non-motorhomers" but to us all they are of major importance and a constant talking point! Most vehicles have at least two, sometimes three. First a freshwater tank which always seems to need refilling when you have guests outside, even if you did it the previous night or that morning; this has to be filled from the few taps the paddocks provide, often with the connecting of several motorhome hoses draped along the ground.

Now, this water provides for washing up, loo flushing etc., and each vehicle is fitted with a pump or pumps whose failure over the weekend is a major disaster. When the tap is turned on the pump makes a noise which can easily be heard by the attuned ear of the motorhomer and what people don't realise is the vehicle only holds so much. Many a person has been snapped at for running the water too long for one reason or another. Often the noise of a pump or tap can be heard from behind the closed loo door

and you find yourself counting how many seconds it ran for! Do they not remember we are not on mains supply??? It's amazing the effect it has on you because when at home or in a hotel you find yourselves washing in two inches of water!

Second the waste tank, which normally holds such delicacies as dirty-washing up water and shower water, so when the tap runs excessively not only does it waste precious water, but it fills up the tank.. Double Trouble.. You find, on arrival in a paddock, you become obsessed with "drain hunting", so if a convenient one is found close to your parking position you can trail a hose from the tank to allow a constant water outlet. Not always possible, as in Monaco, where we park on the harbour wall!

What a blessing it would be if there were more drains! An unwritten motorhomers' law is 'Do not empty a tank during "guest time" as they do not like soapy rice water gushing round their feet.' Woe betide the motorhomer who forgets that fact.

A little incident befell us a few years ago on this subject when we were positioned at Monaco. Motorhomes at that time had a system whereby if the

tank was full, the dirty water would re-appear in the shower cubicle. Quite clever you may be thinking, but this cubicle is a well known storage place during the day for anything from bread to drivers' bags etc. During this particular day at Monaco, a lot of water had been used. You obviously cannot empty in broad daylight - it was about 6 p.m., the drivers had returned to their luxury hotels leaving their bags etc., in the shower. Yes, you've guessed it... a "lovely" aroma suddenly came from behind the shower curtain and yes, the waste water of the day had re-emerged in the base of the shower, and there floating in all their glory were two brand new helmets fitted that day with a new radio system; their internal padding now nicely soaked in washing up water of a not very nice colour! Oh my God, what do we do? The tank obviously had to be immediately emptied, daylight or not. In our haste to do so, we then pulled the wrong lever outside and had another drama - that one was the toilet tank!! Hurriedly re-shutting that one after a little panic, we then emptied the right one into the harbour - the only place at Monaco, honestly! Returning inside we were confronted

FROM

HOME

with two sopping helmets, the only answer being to sponge them with clean water, and stay up half the night, short as it was, with a hair dryer blowing in each. No one knew, and off the drivers went the next day happily clutching their helmets! Similar experiences have occurred to many a motorhome - not to be revealed.

Now, on to the subject of the loo! Where does it go? It never occurs to anyone that you are not in possession of a normal flushing toilet, whose contents disappear to the local sewage works! They descend instead to a chemically treated tank under the vehicle which only holds so much and has to be emptied; toilets are out of bounds for anyone other than main team members i.e. drivers, engineers who have no time to queue with the masses. Many a confrontation has occurred between motorhome and guest who is politely told to use the "publics" which are over there somewhere! We are not being cruel but this tank is one which can definitely not be emptied until Monday!!

Not a savoury subject to discuss but even this has its funny moments. It becomes a relief, if you'll pardon the expression, when a drain can be found for emptying (discreetly of course) after a Grand Prix. Again it was after Monaco when we had assembled at a "well known drain" for emptying purposes. After parking over the drain with the hose inside it, Stuart pulled the lever... nothing happened... again... nothing happened and this called now for closer inspection (which could be very tricky if it suddenly started gushing). With a cry of disbelief, Stuart said... "You will never guess, someone has stuck a French stick up the outlet". Now what do you do next? if you move the stick, does it go everywhere, even up your arm? Or leave it,



Left: Prost (left) and Mansell, one of the things they always have to work with, one they always have! Above: Just a taste of what can be done despite the difficulties.

Right: One on his own, is Sandro! so natural driving motion releases it, but then it goes all over the road! The former was decided upon and luckily the stick was released quickly and then the lever immediately closed, without too much "gushing". But it still had to be emptied and it was becoming a little obvious by now what we might be doing, so quickly we looked around and with no one in the immediate vicinity, we pulled and it started to gush. Then in mid-flow we hear this voice saying "Hello mate... what's the date of the British Grand Prix?" And there we stood trying to hide the drain and to edge them away from the aroma.

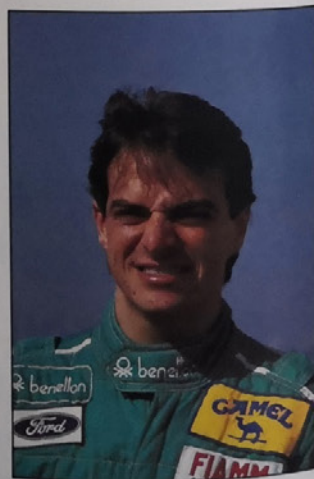
So much for a little insight into tanks and their various problems, so if anyone from "The Organisation" reads this "more amps, taps and drains please!"

For all the problems arising from the job, we are now in our twelfth season. Vehicles and facilities have changed tremendously, as has the size of teams. We have worked for our current team for four years under the name by which they are now known and three years under its previous owner. From the top to the bottom they are a great bunch and generally very grateful for what we do. Without some sign of appreciation any job seems unrewarding, but this one would particularly, as you are in continual contact with people from all walks of life. We find motor-racing a great leveller of people and it's good now to have friends who are both millionaires and otherwise. There are times when we have come close to crying "Enough". These are the sad parts, as when Elio De Angelis was killed back in 1986: we both thought the world of him, and got on really well with him and his girlfriend Ute. Nowadays we have a really good relationship with Thierry Boutsen and his wife Patricia - and of course San-

dro Nannini is one on his own! He will never change, and nothing ever seems to throw him - he's a real comic! We've known Nigel Mansell a long time, too, and he still comes to Benetton for his cup of tea. When we worked with Lotus, we became very friendly with Ayrton Senna and still are. The best way of getting to know any driver is when you do act as their "Mom and Dad", and I remember that Gerhard Berger's accident last season certainly brought the tears to my eyes. Who knows, one day we may work with Alain Prost before he finishes - or we do! - and he is a man we admire immensely.

On the mechanical front - yes, we have to worry about that too - Stuart has helped design three new vehicles being built by Van Hool in Belgium, which meant constant visits to the factory to oversee the work as discussed with teams. Drivers are not the only ones who have their seat fittings, you know... The three motor homes will appear this season in the colours of our team, Benetton, Leyton House Racing and Ford, with all of whom we have hospitality contracts for 1990. It's all a big change from our early days, when we started with Team Surtees in 1978, although in its own way that too was a fantastic year with team manager Peter Briggs, the one who had faith enough in us to give us our first job.

The job itself is extremely demanding, not at all as glamorous as most people think. You cringe when people say "Have a nice time", because you know you're about to average four hours' sleep a night over a Grand Prix weekend! But we still enjoy it, and for now it's back into the old routine. We feel we'll know when it's time to stop... and write our own book on the goings-on behind the scenes!



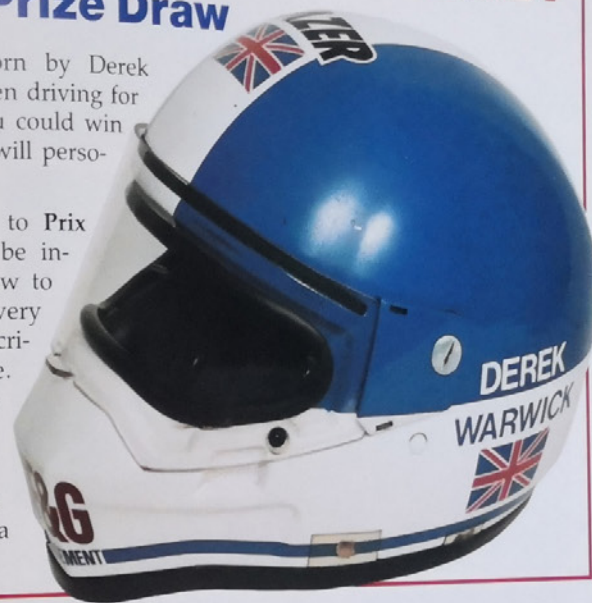
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WINGS AND THINGS

WINGS DESIGNED TO STAY ON THE GROUND?



Keith Noakes explains a Grand Prix paradox

It is not because many Formula One designers originate from the aerospace industry that Formula One cars have the 'wings' we now take for granted. Wings would in most cases be associated with flight, but in the case of those seen on racing cars, the opposite is intended to be the effect.

For many years the effect of aerodynamics on car bodywork has been experimented with, the aim being to reduce the drag factor. As the years rolled by, and cars became faster, the question of aerodynamics became more and more important, and shapes were produced that enabled a given level of brake horsepower to propel a car faster than a less clean shape.

If we all look back over the years at competition car bodywork, from the wide variety of shapes produced, sometimes quite bizarre, it is very evident that every effort to optimise on the use of air flow was and is being made.

Formula One designers for many years endeavoured to produce the cleanest possible body shapes, the aim being to improve acceleration and top speed. By the 1960's designers of Formula One cars began to experiment with aerodynamics in a way that would improve other aspects of the car's performance. These include cornering speed and traction during braking. To achieve this, airflow was utilised to generate downforce on the car. It had been known for many years that some body shapes would produce downforce, that is push the car on to the road with greater force than its own weight and gravity, while others would have a lifting effect at speed. The comparatively small body area of a typical Formula One car would limit the amount of possible downforce, and this, coupled with a fixed body shape, kept the aerodynamics at a fixed level. The answer was to take advantage of some form of additional fitting that affected the aerodynamics, but was adjustable and would therefore allow specific set-ups to be experimented with.

In 1968 wings began to appear on Formula One cars, but they were intended to produce downforce, not lift. To achieve this a wing-type profile is produced, but is fitted to the car in an inverted position. These early versions were in the main a single element or wing mounted in many cases over the front and rear axle lines, but they could be almost anywhere on the car.

These early wings were mounted on long vertical supports and in most cases the incidence or wing angle was adjustable by the driver during a race. The use of these early wings increased the contact between the tyres and the road. This resulted in a marked im-

provement in braking traction and cornering performance.

The improvement in performance from the early wings spawned desires of increased size in an endeavour to achieve even greater performance. This however led to other problems. As the downforce increased, the suspension would have to have been stiffened to carry the increased load. This problem was overcome by mounting the wing supports direct on the wheel uprights, making the wing assembly an unsprung addition.

Many failures of these spindly wing mountings led to major regulation changes in 1969, when the wing areas were restricted in size, their mounting had to be completely on the sprung part of the car, and, in a significant step, incidence control whilst the car was running was banned.

These regulation changes resulted in the designers carrying out extensive development to optimise the shape, size and position of the wings. Regulation changes from time to time, limiting the wings' effect, inspired further development to maintain the best possible performance. Many variants resulted, in various positions on the car. In spite of all this development, most improvements were not seen until 1977, when the first full ground-effect car appeared.

The use of the underside of the car as a source of downforce was soon developed. The aerodynamicists were soon able to optimise the profile of the car's underside. This, coupled with the use of side skirts, produced greater



Top Left: Early 70's: Fittipaldi's Lotus 72D
Far Left: Mid 80's: sidepods, front wing, two-stage rear wing, the 1984 Toleman making maximum use of a GP car's small surface.
Left: ...and, same year, big wing makes Brabham fly

likes to say, you can't hide anything in Formula One!

Over the last one or two seasons there appears to have been less dramatic visual change in wings and their layout, although teams will still have their own individual ideas - hence the variations seen on the starting grid. It would appear, however, that wings and flaps may have come close to the optimum performance possible within the current regulations.

The design of wings and flaps is a complex area. Their performance is dependent on so many parameters: the profile shape, the speed at which that profile is set, the cord or width of the wing which is part of the profile design, and the overall position of the wing. Added to these permutations is the question of the number of elements to the wing, that is a mainframe and one flap (a flap being a small wing-type aerofoil usually mounted behind, or above and behind the mainplane), or more than one flap. Wings with a mainplane and several flaps have been seen. Apart from downforce, the wing set-up must be designed with the minimum of drag, a problem in all aerodynamic devices.

The performance of the wings is very important to the overall performance of the car, so the designers have taken full advantage of the many possible permutations of profile, cord, element number and position to optimise their use. This has resulted in sets of wings and flaps to suit the prevailing conditions. That is short, twisty circuits may have different wings or settings from high-speed circuits with more or longer straights.

This technology has progressed to the point where the current breed of wing has in some cases utilised a bi-plane approach, that is one wing above the other to form the rear wing set-up. All this progress has meant the downforce obtainable from the permitted front and rear wing set-up is almost equal to that achieved by the full ground effect cars.

Development and construction of wings and flaps has progressed along with the other structural aspects of the cars, enabling Formula One drivers to continue to break lap records in the face of the regulation changes aimed at slowing cars down in the pursuit of greater safety.



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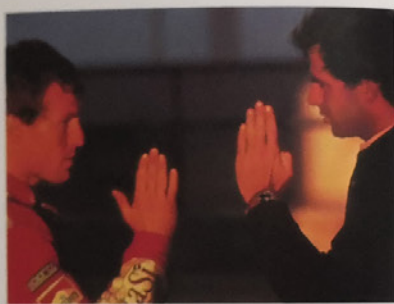
FALLS

Life on the pit lane's lighter side

Brabham's new driver Gregor Foitek was quickly introduced to the team's wry sense of humour - not a commodity for which the Swiss, of whom Gregor is one, are noted. When he arrived to test his new car in Jerez the cockpit contained, as well as the usual gauges, buttons, knobs and things, the additional and terse message "Do not destroy". Obedient to the last, he didn't. But the mechanics forgot to tell teammate Stefano Modena - and it was the Italian who ended up in the barrier. No wonder he needed a drink...



Yes, it's that man again! Everyone knows Formula One is surrounded by its own strange rituals, by conventions that are impenetrable to the mortal mind, and by odd goings-on that are plain incomprehensible. But what are De Cesaris and new teammate Emanuele Pirro up to here? Must be a Roman variation on a Masonic theme...



Now wait a minute, chaps: this has all gone a bit too far. Will somebody kindly get me down from here? I'm only little and it's just too far to jump... Olivier Grouillard, resplendent in his new 1990 Osella gear, is clearly growing tired of this particular joke.

PITFALLS PITFALLS PITFALLS PITFALLS

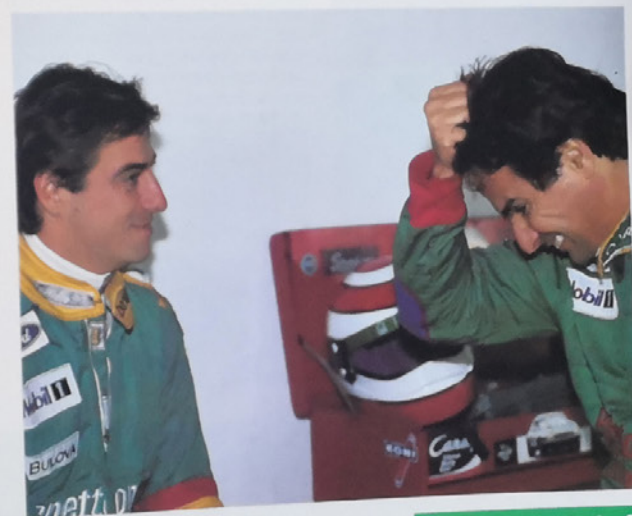
Why is it this man figures so regularly in this section of our magazine? Maybe it was merely the Jerez sunshine that got to Andrea. Or was it a startling example of his ability to drive by pure instinct? Whatever, De Cesaris has his boot in it with the eyes well and truly closed...



How did he do that? At the same time as he was walking around the Jerez paddock during the FOCA test, Satoru Nakajima blasted by on the track in his Tyrrell Ford. Actually, it was Jean Alesi in disguise. (In the car, not in the paddock.) Nakajima was not up to driving following his accident, so, for the benefit of a Japanese film crew, Alesi donned Nakajima's helmet and had his car number changed to 3.



Honestly, Sandro, this damn Benetton is enough to make you tear your hair out! New multi-coloured driver Nelson Piquet momentarily loses control, causing mild amusement in team mate Nannini during a break from testing.



PITFALLS PITFALLS PITFALLS PITFALLS

A.....Z OF FORMULA ONE

This is the first in a series of pages offering a guide to some of the more famous names in Formula One, and some of the terms most frequently used. It is not intended as an exhaustive listing, just a helpful set of notes for the armchair follower ...

AGS: stands for Automobiles Gonfaronnaises Sportives, the small French team who bravely moved into Formula One in 1986. Their first race was at Monza in 1987: Pascal Fabre DNQ. Roberto Moreno secured their first point for 6th in Australia that year. No points in '88 despite some combative performances by Philippe Streiff, so tragically injured in pre-season testing at Rio last year. Rocked by defection of top management/design staff, but now in new premises with purpose-built private track in the department of the Var, southern France.



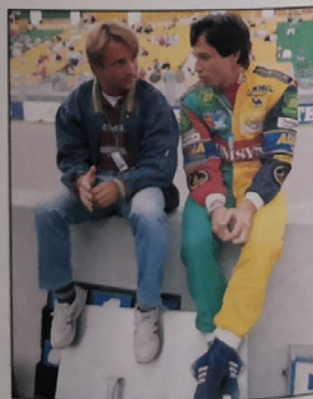
ALBORETO, Michele: Italian, born 1956. Grand Prix debut San Marino 1981 for Tyrrell. Teams: Tyrrell (1981-83), Ferrari (1984-88), Tyrrell briefly again in 1989, Larrousse (1989) and now Arrows. 5 Grand Prix victories, 2 with Tyrrell, 3 with Ferrari. 2 pole positions, 4 fastest laps; 2nd in World Championship 1985.

ALFA ROMEO: one of the great names in Formula One history, in at the start of the World Championship in 1950 but for two seasons only during which the "three F's" - Fangio, Farina, Fagioli - chalked up 10 victories and 12 pole positions. Their second major presence in Formula One was from 1979-85, but no more wins ensued despite pole positions at Watkins Glen by Bruno Giacomelli in 1980 and Andrea De Cesaris at Long Beach in 1982. Never recovered the glory days of the 158 in early World Championship racing.

ALLIOT, Philippe: French driver born in 1954. Grand Prix debut Brazil 1984 (RAM). Teams: RAM (1984-5), Ligier (1986), Lola (1987-89), now with Ligier again. Has a penchant for 6th places,

with 5 of them so far: the last, Spain 1989, gave the Lamborghini V12 its first World Championship point. Quick and brave but on the erratic side.

AMON, Chris: New Zealander born in 1943. Grand Prix debut Belgium 1963 (Lola). Teams/cars: Lotus (1963-65), Cooper-Maserati (1966), Ferrari (1967-69), March (1970), Matra (1971-72), Tecno (1973), Tyrrell (1973), Amon (1974), BRM (1974), Ensign (1975-76). One of the unluckiest of drivers, Chris Amon led many races but never won one in 96 starts. 5 pole positions, 3 fastest laps, 83 World Championship points.



ANDERSTORP: Venue for the 6 Swedish Grands Prix 1973-78. Jody Scheckter twice won there for Tyrrell, the second time (1976) in the short-lived six-wheeler, Project 34. 2 victories also for Niki Lauda, who won the last Swedish Grand Prix for Brabham.

ANDRETTI, Mario: American, born 1940. Grand Prix debut: USA 1968 - on pole at Watkins Glen in a Lotus. Teams: Lotus (1968-69), March (1970), Ferrari (1971-72), Parnelli (1974-75), Lotus (1976), Parnelli (1976), Lotus (1978-80), Alfa Romeo (1981), Williams (1982), Ferrari (1982). World Champion 1978; 12 Grand Prix victories, one for Ferrari, the rest for Lotus. 18 pole positions, 10 fastest laps. Now starring in CART, and one of the greatest of all racing drivers.

ARNOUX, Rene: French, born 1948. Grand Prix debut: Belgium 1978 (Martini). Teams: Martini (1978), Surtees (1978), Renault (1979-82), Ferrari (1983-85), Ligier (1986-89). 7 Grand Prix victories, 4 for Renault, 3 for Ferrari. 18 pole positions, 12 fastest laps, 179 World Championship points. Head-down charger in his early career, reputation tarnished by behaviour in mid-field traffic in latter years.

ARROWS: see FI Fact File elsewhere in this issue.

ASCARI, Alberto: Italian, born 1918, died in testing 1955. Grand Prix debut: Monaco 1950 (Ferrari). Teams: Ferrari (1950-53), Maserati (1954), Ferrari (1954), Lancia (1954-55). 13 Grand Prix victories, all for Ferrari 1951-53. World Champion 1952-53 when Formula Two regulations obtained. 14 pole positions, 11 fastest laps. Survived spectacular crash into Monaco harbour only to die in testing days later.

ATS: German team that entered Formula One in 1977 and lasted until 1984, with BMW turbo engines in the latter years. First driver in one-car team was Jean-Pierre Jarier, Keke Rosberg drove for them in 1978, so later did Marc Surer and the late Manfred Winkelhock and - in their last season - Gerhard Berger. Brainchild of Gunther Schmid, distinguished in latter years by Gustav Brunner's designs but little else.



Opposite Left: Alboreto, Arrows: a new 1990 partnership
Opposite Right: Arnoux (left), Alliot: one gone, one still going
Left: Alfa Romeo, 1985, with Patrese aboard
Above: Double World Champion whose luck ran out: Alberto Ascari

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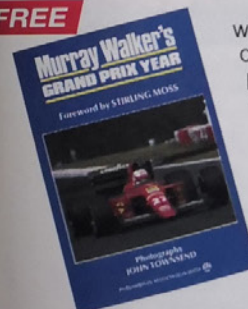
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